PROCEEDINGS

OF THE

AMERICAN SOCIETY

OF

CIVIL ENGINEERS

VOL. XLVII—No. 1

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JANUARY, 1921

Edited by the Secretary, under the direction of the Committee on Publications.

CONTENTS

NEW YORK 1921

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TO REPORT ON STRESSES IN RAILROAD TRACK: A. N. Talbot, A. S. Baldwin, G. H. Bremner, John Brunner, W. J. Burton, Charles S. Churchill, W. C. Cushing, W. M. Dawley, H. E. Hale, Robert W. Hunt, J. B. Jenkins, George W. Kittredge, Paul M. LaBach, C. G. E. Larsson, G. J. Ray, Albert F. Reichmann, H. R. Safford, Earl Stimson, F. E. Turneaure, J. E. Willoughby.

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The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M. every day, except Sundays, New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

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AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PROCEEDINGS

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS
OF THE SOCIETY

January 5th, 1921.—The meeting was called to order at 8.10 P. M.; Vice-President Herbert S. Crocker presiding; and present, also, 260 members and guests.

The minutes of the meeting of December 1st, 1920, were approved as published in *Proceedings* for December, 1920.

An invitation from L. Clayton Hill, Assistant General Manager of the Society of Automotive Engineers, inviting members of the Society to attend the Highway Session of the Automotive Engineers on January 13th, 1921, and to co-operate with them in the solution of highway problems, was read; the papers announced for the meeting were "Governmental Highway Research", by A. T. Goldbeck, Assoc. M. Am. Soc. C. E., and "Variable Factors That Influence Highway Design", by H. Eltinge Breed, M. Am. Soc. C. E.

"Europe To-day—An Engineer's Impressions" was the subject of the evening, presented by Edward J. Mehren, Assoc. Am. Soc. C. E. After a brief description of the outstanding features of the present industrial and political conditions in France, England, and Germany gathered from interviews with all classes of people during a recent trip through those countries, the speaker showed a number of lantern slides of buildings and engineering works of especial interest to the engineers present.

The election of the following candidates on December 6th, 1920, was announced:

As Members

Ralph Bennett, Los Angeles, Cal.
Meyer Fridstein, Chicago, Ill.
Merton Roscoe Keefe, Chicago, Ill.
William Eli Putnam, Birmingham, Ala.
Judson Gilman Tabler, Charleston, Mo.

As Associate Members

Daniel Webster Anders, Philadelphia, Pa.
William Frank Barck, Washington, D. C.
Ralph Putnam Berry, Hartsville, S. C.
Earle Fisher Bridges, Oklahoma City, Okla.
Thomas Howard Brown, San Diego, Cal.
Phillip Windsor Clancy, Lincoln, Nebr.
Verne Louis Conrad, Brownsville, Tex.
James Geiger Coxetter, Camp Pike, Ark.
Oscar Dobbs, Clovis, N. Mex.
Edward Hall Gill, Jr., Kansas City, Mo.
Raymond Daniel Gladding, Wilson, N. C.
Edgar Leander Hawkins, Houston, Tex.
John Raymund Hoffert, Harrisburg, Pa.
Peter Francis Hopkins, Ames, Iowa
Seward William Hulse, Fort McPherson, Ga.
Kenneth Swank Jones, Norfolk, Va.
James Rossa McCormick, Philadelphia, Pa.
Kenneth Ames Marsh, Cleveland, Ohio
Thomas Baker Matthews, Ardmore, Okla.
Nathan Oppenheim, New York City
George James Richards, Erie, Pa.
Charles Douglas Riddle, Parris Island, S. C.
Clarence Sage Roe, Lansing, Mich.
Jack Addison Scanlan, Chicago, Ill.
George Nelson Schoonmaker, Toledo, Ohio
David Scott Stoner, San Francisco, Cal.
Frederick George Twitchell, Superior, Ariz.
Edward Dorsch Uhlendorf, Chicago, Ill.
Alvin Henry Weber, Bay City, Mich.

As Associates

Richard Howard Goode, Detroit, Mich.
Thomas Wimer Ruth, Philadelphia, Pa.
Archie Gerry Watt, Duluth, Minn.

As Juniors

Edward Arthur Evans, Monsonia, Cal.
Donald Monroe Hatch, Wyandotte, Mich.

Herbert Harrington Linnell, Springfield, Mass.
Anthony Rauen O'Reilly, Reading, Pa.
George Edward Peotter, Georgetown, British Guiana
Homer Banister Pettit, Kansas City, Mo.
Robert James Phillips, Calcutta, India
Marcus Sorokin, Pittsburgh, Pa.
William John Steinmetz, Gary, Ind.

The transfer of the following candidates on December 6th, 1920, was announced:

From Associate Member to Member

Ora Brower Baxter, Little Rock, Ark.
Herman Claude Berry, Philadelphia, Pa.
William James Boucher, New York City
John Nixôn Brooks, Douglaston, N. Y.
Thomas Charles Desmond, New York City
George Rodman Goethals, New York City
Walter Andrew Hitchcock, Chicago, Ill.
Ralph Jordan Lawrence, Philadelphia, Pa.
Aaron Gretzner Levy, Cleveland, Ohio
Ferrand Seymour Merrill, Toledo, Ohio
John Alexander Norris, Austin, Tex.
George Paaswell, New York City
Clyde Beethoven Pyle, Pittsburgh, Pa.
Ralph John Reed, Los Angeles, Cal.
Charles Adrian Sawyer, Jr., Boston, Mass.
Frank Thomas Sheets, Springfield, Ill.
William Japhia Schlick, Ames, Iowa
Harry Belmonte Thorn, New York City
Herbert Herman Tracy, Norfolk, Nebr.
Jasper Dudley Ward, Flemington, N. J.

From Junior to Associate Member

Walter Seigfreid Anderson, Chicago, Ill.
Wilbur Summers Wills, Neligh, Nebr.

The following deaths were announced:

Joseph Hooker Cunningham, of Portland, Ore., elected Associate Member, September 6th, 1899; Member, February 2d, 1904; died December 5th, 1920.

Isaac Wendell Hubbard, of West Philadelphia, Pa., elected Associate Member, March 1st, 1905; Member, January 4th, 1910; died December 5th, 1920.

Michael Lehane Lynch, of Jackson, Miss., elected Member, May 4th, 1892; date of death unknown.

Charles Joseph McDonough, of Buffalo, N. Y., elected Member, December 5th, 1911; died December 11th, 1920.

Arsène Perrilliat, of New Orleans, La., elected Associate Member, June 7th, 1893; Member, April 5th, 1899; died October 23d, 1920.

George Staples Rice, of Brooklyn, N. Y., elected Member February 1st, 1882; died December 7th, 1920.

Charles Edward Webster, of South Bethlehem, Pa., elected Member, October 4th, 1899; died October 7th, 1920.

Paul Ludwig Wolfel, of Pittsburgh, Pa., elected Junior, July 3d, 1889; Associate Member, July 1st, 1891; Member, November 6th, 1895; died December 28th, 1920.

John Lewis Hildreth, Jr., of Bayonne, N. J., elected Associate Member, December 6th, 1905; died December 3d, 1920.

Frank Elmer King, of New York City, elected Associate Member, November 25th, 1919; died November 17th, 1920.

Ambrose Packard, of Providence, R. I., elected Associate Member, February 4th, 1913; died December 22d, 1919.

Adjourned.

ITEMS OF INTEREST

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. Gifts to the Foundation are exempt from income tax.

A gift for research is a productive investment.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

Institution of Civil Engineers Announces Engineering Conference

A communication dated October 29th, 1920, from J. H. T. Tudsbury, Secretary, announces the plans of The Institution of Civil Engineers to resume the holding of its general Engineering Conferences at the headquarters in London. Members of the Society are invited to take part. The statement, and invitation in full, are as follows:

"I am directed by the Council to inform you that it is proposed to hold at this Institution in the Summer of next year, probably at the end of June, another general Engineeering Conference—the series of which was unfortunately broken by the European War. At these Conferences, which have been generally of three days' duration, questions are introduced with a view to discussion, on important problems of the day arising in or affecting the various departments of Engineering, including the education and training of Engineers; and in the past these discussions have enjoyed very considerable support and success.

"The Council now wishes me to say to you, and through you to the members of the American Society of Civil Engineers, that any members of your Society who may be in England at the time of the Engineering Conference referred to are cordially invited to take part in it, and to contribute to the discussion of the subjects that may be submitted at the Conference."

Library Desires Copy of Volume Published in Brussels

The Engineering Societies Library is anxious to obtain one or two copies of the "Manuel du Répertoire Bibliographique Universel", Brussels: Institut International de Bibliographie. Any one having a copy for sale or knowing where one can be found, will please communicate with the Director of the Library, 29 West 39th Street, New York City.

FINAL ACTIVITIES OF ENGINEERING COUNCIL

Future Work Referred to American Engineering Council

At the final meeting of Engineering Council, held at the Cosmos Club, Washington, D. C., on December 16th, 1920, J. Parke Channing, Chairman, all continuing activities were referred to the newly formed American Engineering Council of the Federated American Engineering Societies, and the discontinuance of Engineering Council, to be effective December 31st, 1920, was recommended to the United Engineering Society. At a meeting held December 31st, 1920, the United Engineering Society voted to amend its By-Laws, effective December 31st, 1920, to disestablish Engineering Council on that date.

A report* from the Committee on Classification and Compensation of Engineers, was submitted and accepted, and it was voted that Engineering Council concurs in the recommendations of the Committee, and that the report be referred to the American Engineering Council to carry on the work which the Committee has so ably inaugurated.

A final report† of the Committee on Licensing of Engineers, as printed in pamphlet form, was accepted, and it was moved, seconded, and carried that the Committee be discharged, with appreciation of the arduous work faithfully done.

A final report‡ by the Patents Committee was presented, and it was voted that the report be accepted, with appreciation of the diligent work done by the Committee, particularly by its Chairman, Edwin J. Prindle, toward securing improvement of conditions in the U. S. Patent Office.

Following consideration of a letter from Calvert Townley, Chairman of the Water Conservation Committee, in which he stated that he believed the subject to be such a broad one that the term "Water Conservation" is too inclusive for any single committee, and that the different subjects under this head should each be allocated to a special committee composed of experts particularly qualified to deal with it, his report was accepted and referred to the American Engineering Council.

A report by Rudolph P. Miller, M. Am. Soc. C. E., Council's representative on the National Board for Jurisdictional Awards in the Building Industry, was

* See page 9, for an abstract of this report.

† The final recommended form of the Uniform Registration Law adopted by Engineering Council was published in the November, 1920, *Proceedings*, p. 851.

‡ Engineering Council's resolution in reference to the Nolan Patent Office bill, was published in the November, 1920, *Proceedings*, p. 860.

presented, and it was voted that the report be accepted, with special appreciation for the patient and tactful work done under difficulties, and the important results achieved.

The Military Affairs Committee presented a report, dated October 25th, 1920, relating to "Training Courses for the Organized Reserves", together with a letter of appreciation from Maj. Gen. Lansing H. Beach, M. Am. Soc. C. E., Chief of Engineers. It was voted that the reports of the Military Affairs Committee should be accepted, and that the Committee be congratulated on the results accomplished.

The final report of the National Service Department was presented by the National Service Representative, M. O. Leighton, M. Am. Soc. C. E. It was voted that this report be accepted with appreciation for the services rendered, and regret that they must terminate.

Economy in Federal Appropriations.

In accordance with a suggestion in the report of the National Service Department, the following resolution was adopted:

"*Resolved:* That in view of the present financial conditions and of the possibility that Federal income during the next fiscal year will not be equal to Federal expenses, Engineering Council recognizes the necessity for severe economy in the making of Government appropriations and urges that proposals for the expansion of Federal activities be postponed and that so far as Federal engineering projects are concerned the appropriations therefor be confined to a minimum."

It was voted that, in view of action by the Federated American Engineering Societies advocating a National Public Works Department, Engineering Council recommends to the National Public Works Department Association that it refer its activities to American Engineering Council.

D. L. Hough, M. Am. Soc. C. E., Chairman of the Russian-American Committee, presented the Committee's final report, which was accepted, and on suggestion of the Chairman it was voted to recommend to American Engineering Council that it continue such a committee for present friendliness to Russian engineers in this country, and for future mutual advantage when conditions in Russia shall have become settled.

H. deB. Parsons, M. Am. Soc. C. E., Chairman of the New York State Government Reorganization Committee, submitted a written report stating that the work of the Committee had progressed very slowly, as it depends largely on legislative action at Albany. It was voted that the report be accepted, with appreciation, and referred to American Engineering Council.

Communications were presented from the American Society of Civil Engineers, which included a copy of the resolution* passed by its Board of Direction on November 9th, 1920, and the following action taken by the Executive Committee of the Board on December 6th, 1920:

"*Whereas,* at its meeting of November 9th, 1920, the Board of Direction instructed its representatives on Engineering Council to express to Council its hope that Engineering Council will for the present continue to carry forward its work, and

"*Whereas,* it now appears that the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American

* *Proceedings,* Am. Soc. C. E., December, 1920, p. 900.

Institute of Electrical Engineers, may, as a consequence of their having joined the Federated American Engineering Societies, discontinue their participation in the work of Engineering Council,

"*Be It Resolved:* That the representatives of this Society on Council are hereby authorized to join with a majority of the member Societies in action to terminate the existence of Engineering Council at the end of the present calendar year, with the provision that in case of termination of Council the interests of this Society shall be properly secured in whatever disposition may be involved of Council's property and records."

A verbal statement on behalf of the American Railway Engineering Association was made by Charles F. Loweth, M. Am. Soc. C. E., and Messrs. Charles E. Skinner and Philip N. Moore were appointed a committee to prepare a resolution, which was then adopted in the following form:

"*Whereas,* the American Society of Civil Engineers and the American Railway Engineering Association, through resolutions of their Boards of Direction, have expressed the hope that Engineering Council will for the present carry forward its work, and

"*Whereas,* the formation of American Engineering Council and the transfer of financial support of some of the Founder Societies to this body renders further financial support to Engineering Council improbable, and

"*Whereas,* American Engineering Council is prepared to assume on a larger scale activities such as have been carried on by Engineering Council,

"*Be It Resolved:* That Engineering Council regrets the necessity of replying to the American Society of Civil Engineers and American Railway Engineering Association that it finds it improbable that it will be able to comply with their requests to continue to carry forward its work."

It was resolved that the following communication should be transmitted to United Engineering Society:

"*Whereas,* the recent formation of the Federated American Engineering Societies, with American Engineering Council as the Executive Board, which three of the four original member Societies of Engineering Council, a department of United Engineering Society, have joined, renders improbable further financial support of Engineering Council,

"*Resolved:* That Engineering Council recommend to United Engineering Society the discontinuance of Engineering Council, to be effective December 31st, 1920.

"*Resolved:* That in the event that Engineering Council be discontinued as a department of United Engineering Society, Council recommends that United Engineering Society request American Engineering Council to assume and continue the activities of Engineering Council."

These resolutions were carried without dissent, but Messrs. Churchill, Loweth, Talbot, and Young requested that they be reported present, but not voting.

It was voted that Messrs. Philip N. Moore, J. Parke Channing, and the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., be requested to prepare a final report, which would be also a history of the activities of Engineering Council from its beginning, including its unfinished business, to be submitted to United Engineering Society for transmission to the member Societies.

It was voted that any further business coming up before December 31st, 1920, be referred to the Executive Committee with power, and by a rising vote, Engineering Council expressed to its Chairman and Secretary thanks and appreciation for their services.

Committee on Classification and Compensation of Engineers

A complete review of the previous activities of Engineering Council's Committee on Classification and Compensation of Engineers, Arthur S. Tuttle, M. Am. Soc. C. E., Chairman, was presented at the meeting of Council on December 16th, 1920. The following abstract of the Committee's final report includes the more important parts describing work which has not already been announced in *Proceedings,* and the concluding recommendations.

"During the year 1920 a campaign was inaugurated on behalf of the classification adopted by Engineering Council with a view toward securing its general adoption and recognition as a standard for all branches of engineering service. To this end a communication, together with an abstract of the December, 1919, report of the Committee, was addressed during June and July (*a*) to the Secretary of each of 125 National, State and Local Engineering or technical Societies and of 24 Local Sections of the American Society of Civil Engineers, requesting each to endorse formally the classification, and to give the Committee the benefit of the views of the society or association and of its individual members as to the suitability of the scale of compensation and of the employment policy tentatively suggested; (*b*) To each Chief Engineer of 52 Engineering Bureaus in the Federal Service, of 91 in State service, and of 99 in Municipal service, with a request for advice as to the practicability of immediately enforcing the classification, and as to the suitability of the scale of compensation and of the employment policy tentatively suggested; and (*c*) To Governors of all the States, to the Mayors of 69 leading cities, the 5 Borough Presidents of New York City, 58 Secretaries of Civil Service Commissions, and a few non-technical heads of various Federal, State, and Municipal departments having jurisdiction over engineering work, urging official recognition of the classification, and asking for views as to the suitability of the scale of compensation and of the employment policy tentatively suggested.

"From the 654 societies, associations and individuals addressed, 116 replies and acknowledgments have been received.

Analysis of Replies.

"An analysis of the replies from Society Secretaries develops the following facts:

"1.—That to date the following named Societies, 13 in all, have endorsed the classification by formal action of the Society as a whole or by action of its governing board:

"Albany Society of Civil Engineers;
American Institute of Electrical Engineers;
American Society for Testing Materials;
Associated Engineering Societies of St. Louis;
Colorado Society of Engineers;
Engineering Association of Nashville;
Engineers' Club of Columbus;
Illinois Society of Engineers (tentative approval);
The Municipal Engineers of the City of New York;
The Society of Municipal Engineers of Philadelphia;
Oregon Technical Council;
St. Louis Section, Am. Soc. C. E.;
Washington, D. C., Society of Engineers.

"2.—That of these 13 Societies, 11 have adopted a compensation schedule of which 7 have accepted the one proposed by your Committee, and 4 have recommended a higher schedule.

"3.—That 22 societies, including three Founder Societies, have endorsement of the report of your Committee under consideration.

"4.—That action cannot be taken on the request of your Committee by many of the State and Local Societies before the winter of 1921 due to the fact that these Societies have but one meeting a year.

"5.—That 18 societies of those addressed will not act in the matter on the ground that the subject is outside of the scope of the organization or that the society does not feel qualified to voice an opinion.

"An analysis of the replies received from all sources shows:

"1.—That endorsement of the classification is unanimous.

"2.—That where opinions have been expressed regarding the salary schedule, the proposed schedule has generally been endorsed, although it has been criticized on the one hand, on the ground that the compensation provided for the lower grades is inadequate, while on the other hand, this same criticism has been made regarding the compensation for the higher grades.

"3.—That in those bureaus or departments where increases have been effected, the greatest increases in every case have gone to those in the lower grades, while only small increases or none at all have gone to those in the upper grades.

"4.—That a number of Federal officials and Bureau chiefs, on the ground of expediency, are of the opinion that the work of the Congressional Joint Commission, although far from what is desired, should be supported, because through the setting up of a rational classification, it is clearly a step in advance of prevailing conditions.

"5.—That Civil Service Commissions especially have received the classification with favor.

"6.—That education of legislators and the general public to the important and indispensable services performed by the engineer is necessary.

"7.—That in many cases, salaries and titles in public service are fixed by statutes and cannot be changed without legislative action.

"8.—That many of the officials and engineers addressed fail to appreciate the fundamental character, the simplicity and the universal applicability of the classification proposed.

"9.—That there is objection to the use of the terms, 'Aid' and 'Sub-Professional', on the grounds, respectively, that they do not convey the idea of an engineering engagement, and that they are distasteful to those without technical education or attainments. The former is evidently due to confusion of a title and a grade, and failure to appreciate that under the proposed classification, it is still possible to retain suitable titles for the positions occupied.

"10.—That the classification has actually been put into effect in the engineering bureaus of two cities, by one State Engineering Board, and by one city Civil Service Board, and that its adoption by another State Civil Service Commission is under consideration.

"11.—That Engineering Societies are not fully awake to the necessity of co-operation in this movement in order to make it successful.

"12.—That for the proper stimulation of this movement, it is necessary to establish personal contact with representative engineers in various parts of the country and to impress upon each individual engineer his personal responsibility for bringing this subject to the attention of the public, in part through the proper upholding of the dignity and importance of the profession and in part through the assertion of the individual right to expect a suitable remuneration for valuable service."

Investigation of Engineering Cost Percentages.*

During the year 1920 a special investigation was conducted by R. S. Parsons, M. Am. Soc. C. E., to determine what relation, if any, exists between engineering costs and cost of work supervised. The Committee is not prepared to do more than recommend that this investigation be continued over as wide a field as practicable to the end that definite conclusions may be reached. The results so far obtained, according to Mr. Parsons, lead to the conclusion that for railroad

work 5%, and for water-works and municipal work, 7.5% will represent the engineering cost.

One railroad reported 66 projects averaging 4.32% for engineering charges, an analysis showing that the percentage of engineering cost has no relation to the size or total cost of the project. Classified according to nature of work, the percentages showed a wide variation, from which no conclusions could be drawn. The costs of engineering on various railroad projects totaling $44 485 808 showed an average of 5.35% for engineering costs. Figures submitted to the Conference Committee on Federal Valuation of Railroads, were cited as varying from 4.5% to 5%. Costs for sewers and highway work in New York City indicated averages of 8.41% for sewers and 4.58% for highways. Several authorities quoted engineering costs of municipal work showing variations from 5% to 10%, hence the figure of 7.5% given for this class of work.

RECOMMENDATIONS.

"After a careful survey of the whole subject, your Committee recommends:

"1.—That Engineering Council urge the appropriate Congressional Committee to take favorable action in the matter of providing for an immediate increase in the compensation of the engineering staffs of the Federal Government and to base this action, in so far as practicable, upon the compensation schedule suggested by its Committee on Classification and Compensation of Engineers.

"2.—That such Committee as may hereafter be constituted, be instructed to confer with a similar committee of the American Railway Engineering Association for the purpose of bringing about the acceptance of a common standard for the classification of engineers.

"3.—That owing to its vital importance, the work of this Committee be continued by some suitable agency.

"4.—That the investigation to determine the relation between engineering charges to cost of work supervised be continued by such committee as may henceforth take over the work of this Committee.

"5.—That the present Committee on Classification and Compensation of Engineers be discharged."

Engineering Societies Service Bureau

The accompanying tabulated statement of the activities of the Engineering Societies Service Bureau, Walter V. Brown, Manager, covers the year 1920. During the year approximately 150 men per week have been interviewed, and 2 171 have registered with the Bureau. Of these, 1 479 are known to have been placed, according to figures based on data returned to the Bureau, but probably not complete because of the difficulty in getting reports of placements.

	January.	February.	March	April.	May.	June.
Number registered..........	210	174	309	159	179	178
Number of Members placed..	52	46	49	45	53	59
Number of non-members placed	68	31	53	25	36	42
Number of men placed (not registered)	18	16	17	26	50	43
Number of pieces of mail sent out	3 389	2 420	3 562	3 142	1 899	1 549
Number of Applications forwarded	2 552	3 288	3 570	2 837	3 045	2 710

	July.	August.	September.	October.	November.	December.	Total.
Number registered....	156	158	210	181	185	199	2 171
Number of Members placed	36	33	59	51	58	38	579
Number of non-members placed.........	45	36	28	46	26	21	357
Number of men placed (not registered).....	54	63	75	77	60	44	543
Number of pieces of mail sent out.......	1 314	1 504	1 537	1 753	2 249	1 903	26 221
Number of Applications forwarded	2 960	2 619	2 477	3 269	2 716	2 828	34 871

EUROPEAN NOTES

The following notes relative to reconstruction, etc., in Belgium and France, and industrial progress, etc., in Great Britain and elsewhere, have been contributed by W. E. Woolley, Assoc. Am. Soc. C. E., of London, England, who is also a Corresponding Member of the Société Centrale d'Architecture de Belgique.

Housing Problem in Belgium

The rôle assigned by law to the National Society for Promoting Cheap Working Class Dwellings is particularly difficult, for the dwellings are turning out to be very expensive. The financial problem, however, has been partly dealt with, thanks to the assistance of the State. The Belgian Government is making advances at a low rate of interest (2%), and allows a gratuitous subsidy amounting to a quarter of the cost for each new dwelling completed, but the solution of the problem is by no means complete.

It is stated that the newly formed building societies are likely to have a deficit, if means are not found to reduce the cost of building. With this object in view, it has been decided to create a National Bureau dealing with materials and methods of construction.

One of its functions will be to conduct experiments with materials and processes of construction not usually adopted, and which are likely to be cheaper than usual methods. It is stated that this has been done in other countries. Further functions will be to group orders for materials requisitioned by the newly formed building societies, and allocate them to merchants, procuring for contractors, materials and standardized parts. In short, the newly formed society will be a kind of central clearing office of offers and demands for building materials in connection with housing schemes, and will have some of the functions of the British Director, Building Materials Supply.

The Secretary of the Société Nationale des Habitations à bon Marché is named as Director.

BELGIAN TOWN PLANNING SOCIETY.

Belgian architects and engineers, realizing that town planning should play an important part in the reconstruction of their country, have decided to found a professional society to deal with that subject. The Society is to be known as the

Société des Urbanistes Belges. A set of rules has been drafted, and a provisional "Secrétariat" has been formed, with offices at 3 bis, rue de la Régence, Brussels. Many eminent Belgian architects and engineers are associating themselves with the Society.

Americans and the Restoration of Louvain

Mr. W. Warren, an American architect, has been appointed to take charge of the work of restoration of the University of Louvain.

During the visit of the Cardinal of Malines to the United States, an American Committee, having at its head Dr. Nicholas M. Butler, President of Columbia University, was formed with the view of reconstituting the once world famous University Library. More than $150 000 have been subscribed in America toward the restoration, and it is hoped eventually to raise $500 000. 21 848 books destined for Louvain have already been sent by boat.

A library will be constructed of American contributions, and offered to the University of Louvain as "a donation of the people of the United States of America to Belgium, in remembrance of the heroic services rendered by the Belgian Nation for the defence of human liberty."

Building Exhibition at Ghent

The architectural and building exhibition to be held at Ghent will open on April 30th, and close on June 28th, 1921, under the auspices of the Belgian Government, in conjunction with Provincial and Town Councils, as previously announced. It promises to be a big success. It is stated that the object of the exhibition is to contribute some practical and artistic solutions toward the rebuilding of the devastated regions.

The exhibition, which will be international, will be under the patronage of H.R.H. Prince Leopold, of Belgium. It will consist of the following exhibits:

Architectural examples, materials of construction, applications of engineering to building, working class dwellings, sanitation of dwellings, heating and lighting exhibits, means of transport, new inventions, decorative arts, etc. Full particulars can be obtained from the Administration, Exposition du Batiment, Coupure 15, Ghent, Belgium.

New Tube Planned for London

Plans are advanced and will receive the Royal assent in May or June, 1921, for the construction of a new tube from North London *via* the Strand and Dulwich to the Crystal Palace, according to H. J. Buckland, General Manager of the Palace.

Mr. Buckland added that £11 000 000 would be required to carry the proposal into effect, and that £7 000 000 of this sum had already been assured. Once the Crystal Palace was brought within 10 minutes' journey of the Bank, it would, he said, be of great value as an exhibition center.

BRIEF NOTES

According to H. G. Otis, Secretary of the City Managers' Association, there are 180 municipalities, with a total population of 3 100 000 persons, that have adopted the city manager plan of government.

Aeroplane designs are wanted by the U. S. Navy Department, which announces that it will hold competitions for designs of airplanes that will be capable of flying from decks of ships, and will also have flotation gear providing insurance in event of landing on water.

The report on shipyards, Bureau of Navigation, U. S. Department of Commerce, shows that on December 1st, 1920, private American shipyards were building or had under contract to build for private shipowners, 293 steel vessels of 1 123 946 gross tons, compared with 334 steel vessels of 1 206 486 gross tons on November 1st, 1920.

The War Department announces that the total cost of the American forces in Germany from the beginning of occupation to June 30th, 1920, amounted to $257 065 084.35. Under the terms of the Armistice agreement, Germany is obliged to reimburse the United States for this cost. To June 30th, 1920, Germany had paid on this account $34 724 658.78, including credits for sales.

The Federal Power Commission states that 129 applications for permits or licenses under the Federal Water Power Act were on file on December 18th, 1920. A compilation of the data in these applications shows that more than 12 000 000 h. p. will be developed if the plans of the promoters are carried into operation.

A statement issued by the U. S. Chamber of Commerce which contains estimates placing the shortage of houses in America at more than 1 250 000, will be placed before the National Council of the Chamber at its meeting to be held in Washington, D. C., January 27th and 28th, 1921, to discuss measures for relieving the situation. The housing shortage, according to John Ihlder, Manager of the Chamber's Civic Development Department, has reached a point where 4 000 000 people are inadequately provided for.

The U. S. Reclamation Service in its 19th Annual Report states that at the close of the fiscal year 1920 the net cost of construction of reclamation projects, completed or under construction by the Service, amounted to a little less than $125 000 000. The value of the crops grown in 1919 on lands served with water either in whole or in part from works of the Service, amounted to $150 000 000.

According to the report of the Commissioner of Lighthouses, U. S. Department of Commerce, the most important new light and fog-signal stations completed and established during the fiscal year ending June 30th, 1920, were range lights for the Chester and Marcus Hook Channels in the Delaware River, a light and fog signal at Manitowac Breakwater, Wis., a light and fog signal near Cape Charles City, Va., and a light tower at Huron Harbor, Ohio. Important improvement works were in progress on the St. Johns River, Fla., the Mississippi River below New Orleans, the St. Marys River, Mich., the Keweenaw Waterway, Lake Superior, at Conneaut Harbor, Ohio, and two light stations in Porto Rico, and on the Florida Reefs. Progress was made in the development of radio fog signals at lighthouses and the tests made give indication of success in what will doubtless be an important addition to the safeguarding of navigation through radio fog signals from lighthouses.

The Secretary of the Navy, in his annual report, states that construction of the 16 capital ships authorized in the three-year programme of 1916 is now going forward. Suspension of work on them during hostilities enabled the construction,

engineering, and ordnance experts to take advantage of the war experience of other countries, as well as this one, to make a thorough study of the latest developments, so as to embody the most modern improvements in their structure and armament. These battleships of 43 200 tons and battle cruisers of 43 500 tons will be larger and more powerful than any heretofore built, and without an equal in speed and gun power. If the United States takes its stand with other countries in an organization to prevent war and promote peace, the present navy, with the addition of some special types such as flotilla leaders, airplane carriers, colliers, and tenders, will be adequate for defense and the prevention of aggression.

ACTIVITIES OF LOCAL SECTIONS*

Annual Meeting of the Iowa Section

The Second Annual Meeting of the Iowa Section was held at Des Moines, Iowa, on November 18th, 1920, 28 members present, President J. E. Van Liew presiding. The meeting endorsed the recommendations for redistricting the Society by adopting the report of a Special Committee consisting of R. W. Crum, Chairman, C. S. Nichols, and W. J. Schlick, and the Committee was discharged; this report follows:

"Your Committee recommends that the Iowa Section endorse the recommendation concerning redistricting the American Society of Civil Engineers presented to the Board of Direction by the Duluth Section in the letter of the Duluth Section dated July 9th, 1920."

Three motions in regard to dues were made, duly seconded and carried, as follows: That dues for 1921 be fixed at $2.50, and that those who have paid or shall pay $5 dues for 1920 shall be credited with the dues for 1921; that members who are admitted to the Society before July 1st shall pay the full year's dues and members admitted after July 1st shall be required to pay one-half the year's dues; and that members who paid half dues in 1920 shall be credited with $1.25 of the 1921 dues.

It was moved, seconded, and carried, that Article II, Section I, of the Constitution, providing that all members of the Society resident in Iowa automatically become members of the Iowa Section, be interpreted to mean that they shall automatically become members upon their request to do so.

It was moved, seconded, and carried, that the invitation of the Nebraska Section to hold a joint meeting in Omaha, on December 4th, 1920, be accepted.

Director Marston requested that suggestions for technical papers be sent to Acting Secretary H. S. Crocker, Society Headquarters, New York City.

The business session concluded with the election of the following officers:

President, C. S. Nichols; Vice-President, L. A. Canfield; Director, C. H. Currie.

After the annual dinner, which was held in conjunction with the Des Moines Engineers Club, President Van Liew acting as toastmaster, the following programme was presented:

"Stress Measurements as Used in Investigating the Capacity of Old Bridges, with Especial Reference to the Niagara Falls Bridges" by A. H. Fuller; "Résumé of Season's Accomplishment in Engineering and Construction", considered under the following sub-headings: "Highways," by C. Coykendahl; "Municipal", by C. H. Currie; "Drainage", by C. H. Young; and "Structures", by L. A. Canfield.

Special Meeting of Philadelphia Section Considers Street Traffic Problems

On December 6th, 1920, a special meeting of the Philadelphia Section to consider the subject "Street Traffic and Its Problems" convened at the Engineers' Club, with 100 members and guests present. The speaker of the evening was Mr. William B. Mills, Superintendent of Police, Philadelphia, who illustrated his

* For list of Local Sections, Officers, Meetings, etc., see p. 31.

lecture by blackboard sketches and made a departure from the usual method of presenting a subject by inviting questions and discussion during his talk which resulted in an interesting and thorough presentation.

The Secretary, H. T. Shelley, announced that the Section was requested to participate in a symposium on hydraulic engineering and electrical distribution, to be participated in by the Engineers' Club of Philadelphia, Philadelphia Section of the American Society of Mechanical Engineers, and the Philadelphia Section of the American Institute of Electrical Engineers. It was moved, seconded, and carried, that the Philadelphia Section of the Society should be represented, and that $50 be guaranteed toward expenses.

President John Meigs called attention to the election of officers of the Parent Society, requesting members to vote the regular ticket named by the Nominating Committee. Messrs. Benjamin Franklin and William Easby, Jr., also spoke in behalf of the regular ticket. It was moved, seconded, and unanimously carried, that the Philadelphia Section endorse the regular candidates on the ticket, as named by the Nominating Committee.

Among the more important urgent needs mentioned by the speaker of the evening in connection with the problems of street traffic, the following were cited: the elimination of the reckless driver who endangers the lives of persons on foot, as well as those of other motorists, in connection with which it was stated that the speaker expected the next legislature to enact stringent motor license regulations that would drive this type of man off the street, and permit a higher speed limit because the careful driver going fast was less of a menace than the slower, but poorer, driver; the necessity for revision of the traffic rules and the setting aside of wider streets for heavy trucks; the ultimate abandonment of the two-way street, and the abolition of left-hand turns; the loading and unloading of trolley cars in the middle of blocks instead of at crossings; plans by which department stores, instead of dismissing all of their help at one time, will provide that departments be dismissed at intervals of five or eight minutes, in order to permit the cars to load quickly and to prevent accidents.

Mr. Mills discussed casualties due to automobiles, and quoted an average of 14.1 deaths per thousand in cities of 100 000 or more population, stating that Philadelphia shows the fewest deaths from such accidents of all large cities in the country, the average being 10.1 per thousand. He stated that one of the remedies suggested is an increase in the number of traffic policemen at crossings outside the central business section, as it was found that of the 191 deaths from automobile accidents in Philadelphia during the past year, only 7 occurred in the business section. It is planned to have one-way streets for all traffic, the first extension of the rule to be Spruce, Pine, Lombard and South Streets.

Mr. Bush, of the Philadelphia Board of Trade, outlined the steps taken by that body in the interest of better traffic facilities, cited many of the solutions advanced, and suggested studies of possible means of relief for which no solution had yet been offered. Mr. George S. Webster outlined the proposed zoning scheme for the city, and the advantage to be gained by widening certain thoroughfares and by diverting traffic from the congested sections.

Ninety-third Regular Meeting of the San Francisco Section

On October 19th, 1920, the ninety-third regular meeting of the San Francisco Section was held at the Engineers' Club, 60 members and guests present at the dinner, and about 70 at the evening session. At the dinner Luther Wagoner, Past-President of the Section, spoke entertainingly of his recent experience in Havana, Cuba; Mr. Shaw described interesting features of his 25 years' experience in railway construction in Brazil, and Mr. A. C. Dennis, of Seattle, Wash., who was Resident Engineer in charge of construction of the Rogers Pass Tunnel, made a brief address.

A communication from the Secretary of the San Francisco Engineering Council was read, and the constitution prepared for the proposed California Engineering Council was considered. On motion, duly seconded and carried, the Section expressed its approval to the plan of a State Council, and its willingness to participate as a member organization.

A letter from the National Public Works Department Association, Washington, D. C., appealing for further financial aid, was read.

The subject of the vote by the membership of the Society on the Federated American Engineering Societies was discussed, and Past-President Marx voiced his opposition to Local Sections joining the Federation at the present time, and his disapproval of its constitution as now framed.

The paper of the evening, entitled "The Anderson-Cottonwood Irrigation District", was presented by the author, Mr. Thomas H. Means, who reviewed the history of the District, including financial and other problems, as well as those of an engineering nature. He included many interesting descriptions of structures which had been built and found to be impractical, as well as of structures of unusual design which replaced some of these. The paper was illustrated by stereopticon views, and was discussed by Messrs. C. W. Wood, Chief Engineer of the South San Joaquin Irrigation District; J. D. Galloway, who reviewed some of the problems in the carrying out of the plans of the Merced Irrigation District; F. H. Fowler, who discussed the possible sale to power companies of power from irrigation developments; W. L. Huber, on his experience in the issuance of the second bond issue for the Anderson-Cottonwood Irrigation District; M. M. O'Shaughnessy, who mentioned the need for a systematic study of irrigation projects; C. E. Grunsky, who told of difficulties encountered by farmers in the attempt to form a system on the Merced River; and L. R. McWethy who described difficulties in the early development of irrigation in the region of Fontana, Cal.

Colorado Section Considers Engineers' License Law

The 114th regular meeting of the Colorado Section, held on December 13th, 1920, with 9 members present, considered a new license law prepared by the Local Engineering Council, and proposed for adoption in the State of Colorado. It was moved, seconded, and carried, that the law as provided by the Committee be approved with the following exceptions and recommendations:

"(*a*) That the Engineering Library of the State University be considered in connection with the clause on the 'Use of Surplus Funds', which paragraph allows the purchase of technical books and publications to be placed in the Library in the City of Denver.

"(*b*) That it is deemed advisable by the members of this Section assembled that the members of the Board of Engineer Examiners be compensated for their service, while on active duty with the Board, at a certain sum per diem, and not to exceed some specified amount during any one calendar year.

"(*c*) That this Section is in favor of incorporating in the proposed law a clause designating that the four appointed members of the Board of Examiners be one each from the leading branches of Engineering.

"(*d*) That in the opinion of this Section an inconsistency exists between paragraph 7, Section 12, and Section 14, with reference to State employees."

The Secretary was ordered to purchase a new letterhead die of the standard design recommended by the Board of Direction of the Parent Society.

A letter from the Texas Section concerning the invasion of the National Parks permitted by the Smith Bill (H. R. 12 466) and the Federal Water Power Act, and the resolutions of the Texas Section on this subject, were read and discussed. It was moved, seconded, and carried, that the President be directed to appoint a committee to investigate the subject, procure copies of the Bill and prepare resolutions to be presented at the next meeting.

Following the reading of a letter from Engineering Council concerning the classification and compensation of engineers, it was duly moved, seconded, and carried, that a committee be appointed by the President to investigate and report at the next meeting.

The subject of the external relations of the Society with other Engineering Societies was then discussed at length. No decisive conclusions were reached, the discussion resolving itself into intangible generalities.

November and December Meetings of Cleveland Section

At the meeting of the Cleveland Section held on November 10th, 1920, with 17 members present, the proposed Engineers' License Bill for Ohio was discussed briefly. It was moved, seconded, and carried that the newly elected U. S. Senators and Representatives from Ohio and the Cleveland Districts be memorialized in relation to the proposed Department of Public Works, and asked to support legislation in aid thereof.

At the meeting held on December 8th, 1920, with 26 corporate members present, A. F. Blaser, acting as Secretary *pro tem.,* a letter and resolution from the Texas Section, relating to pending legislation granting irrigation rights within the boundaries of Yellowstone National Park, were read. It was moved, seconded, and carried that the resolution of the Texas Section opposing the Smith Bill (H. R. 12 466) be approved, and the Secretary was directed to notify the members of Congress from this District that the Cleveland Section is opposed to this bill, and that in its judgment the Federal Water Power Act should be amended so that the National Parks shall be left intact for the purposes for which they were set apart, and that the Texas Section be advised of this action.

Director Beahan reported on the situation in regard to the Federated American Engineering Societies controversy, and his position was approved by the members present.

A communication from the St. Louis Section in reference to the contest for officers of the Parent Society, was read. It was moved, seconded, and unanimously carried that the Section approve the official ticket selected by the regular Nominat-

ing Committee, and that members in this District be asked to support the official ticket, and that the other Local Sections be so advised.

The Nominating Committee, consisting of Messrs F. L. Gorman, K. H. Osborn and D. W. Morrow, was appointed by the President, and the names reported by that Committee were elected for the ensuing year, as follows:

President, J. E. A. Moore; Vice-President, A. V. Ruggles; Secretary-Treasurer, George H. Tinker.

It was moved, seconded, and carried that a committee of three be appointed to investigate the subject of river straightening projects in relation to the Huron-Lorain bridge, and report to the Section. The President appointed Messrs. F. C. Osborn, W. J. Carter and J. E. Grady, to act as such Committee.

Portland Section Inspects Local Dock Facilities

The Portland Section arranged for an afternoon trip of inspection on November 27th, 1920, to precede the regular business meeting of the evening. The party was conducted by Chief Engineer G. B. Hegardt of the Dock Commission, on an inspection of the structural features and operation of the various bunkers, docks, vegetable oil handling works, grain elevator and other terminal dock facilities. The party were served a supper as guests of the Dock Commission.

At the regular meeting, 22 members and 2 guests present, a communication was read from the Texas Association transmitting a copy of the resolution embodying a protest against the enactment by Congress of the Smith Bill which provides for the storage of water in the Yellowstone National Park. It was moved, seconded and carried, that a committee be appointed to investigate and report on this matter, and the Chair named Messrs. Henshaw, Morrow and Cole.

Secretary C. P. Keyser raised the question whether a regular meeting time should not be decided upon and suggested that meetings be held on the third Friday of each month. This date was designated by the Chair as the least conflicting date for the regular meetings.

It was announced that Mr. Samuel Murray had been named by the Board of Direction as one of a committee of five to represent the Society in an endeavor to have an engineer appointed on the Interstate Commerce Commission.

Mr. F. M. Randlett, who was named as a member of the Committee on External Relations to represent District No. 12, stated that he would prefer to attend the meeting in New York City with definite instructions from the Section. No response to his request was recorded by the meeting, but the Chair expressed the hope that the membership would devote thought to the matter and offer suggestions to Mr. Randlett at the next meeting.

Mr. Hegardt gave an interesting informal talk on the history of the public docks in Portland, the salient features of their design and construction, and their trade value to the port, and Mr. A. H. Abel discussed the more interesting details.

Meeting of December 17th, 1920.

A meeting of the Portland Section was held at the University Club on December 17th, 1920, 27 members and 1 guest present, Vice-President Reed presiding in the absence of President Stevens.

After Mr. Henshaw, Chairman of the Committee appointed to investigate conditions relating to the Smith Bill, had reported progress, it was moved, seconded and carried, that the Committee be instructed to write to the Parent Society recommending that the Society use its influence to hold up action on the bill pending further investigation of the facts in the case.

A communication from the Spokane Section, stating that it had voted to support the regular ticket for officers of the Society, was read, and it was moved, seconded, and carried, that the Portland Section go on record in support of the ticket nominated by the regular Nominating Committee, the vote being 13 "aye" to 7 "no".

Mr. D. C. Henny was re-elected for a term of two years as a delegate of the Portland Section to the Oregon Technical Council. Mr. J. C. Stevens continues as a hold-over delegate during the year 1921, and these delegates were instructed to name their alternates, as heretofore.

Mr. D. W. Cole gave an entertaining talk on the construction of the Shoshone Dam, and Mr. James F. Clarkson, the original contractor of the dam, discussed its construction, and threw some interesting sidelights thereon from the contractor's standpoint. General discussion followed.

Thirty-fourth Regular Meeting of the Nebraska Section

On December 4th, 1920, the thirty-fourth regular meeting of the Nebraska Section was held at the Hotel Rome, Omaha, Nebr., 23 members and 11 guests present, H. E. McClintock acting as Secretary, and President Clark E. Mickey presiding. Nominations were made for officers for the ensuing year, as follows:

For President, Rodman M. Brown and Roy N. Towl; for Senior Vice-President, J. L. Hershey and H. E. McClintock; for Junior Vice-President, William Grant and George W. Bates; for Secretary-Treasurer, Homer V. Knouse.

After discussion on the contest between regular nominees for the officers of the Parent Society and nominees by declaration, it was moved, seconded, and unanimously carried that the Section endorse the regular ticket, and the Secretary be instructed to advise all Local Sections of this action.

Messrs. Crum and Martin presented an outline of the Iowa Law for Licensing Engineers. It was stated that licensing had been a success in Iowa, although certain modifications of the present law were considered desirable. It was moved, seconded, and carried, that the standing Legislative Committee of the Section be instructed to co-operate with the Legislative Committee of the American Association of Engineers to the end that a mutually satisfactory license law might be presented before the April session of the State Legislature.

A paper by Frank T. Darrow, M. Am. Soc. C. E., entitled "River Protection, as Practiced by the Chicago, Burlington and Quincy Railroad" was presented by the author, who described the work which had been carried out by this railroad along the Missouri and Platte Rivers, and illustrated his talk by lantern slides.

New York Section Considers Port Development

On December 15th, 1920, the New York Section considered the third topic in its programme of discussions bearing on the engineering development of the Metropolitan District, namely, "The Port of New York." This subject was intro-

duced by B. F. Cresson, Jr., Consulting Engineer, New York-New Jersey Port and Harbor Development Commission, and discussed by Messrs. George S. Webster, Director of Public Works of Philadelphia; John Meigs, formerly Director, Department of Wharves, Docks and Ferries, of Philadelphia; F. W. Cowie, Chief Engineer, Harbor Commissioners of Montreal; A. W. Robinson, Mechanical Engineer, of Montreal; E. P. Goodrich, Consulting Engineer; J. J. Mantell, General Manager, Eastern Region, Erie Railroad; J. Spencer Smith, Chairman, Board of Commerce and Navigation of New Jersey; Murray Hulbert, Commissioner of Docks, City of New York; and Julius H. Cohen, Counsel for the New York-New Jersey Port and Harbor Development Commission. Further discussions were contributed by wire from G. F. Nicholson, Chief Engineer, Port of Seattle, Wash., and G. B. Hegardt, Engineer, Commission of Public Docks, Portland, Ore., and in writing from Hon. William M. Calder, United States Senator from New York, Hon. Frank M. Williams, State Engineer, and Capt. F. T. Chambers, Chief Engineer, Port Facilities Commission, United States Shipping Board.

In opening the meeting, William J. Wilgus, Chairman, offered as the major points in a consideration of the New York Port problem, the following: (1), Channels and slips; (2), the effect of the railroad and seaboard rate structure on more efficient freight interchange; (3), pier dimensions, general design and equipment; (4), handling machinery; (5), liaison between piers and shore facilities; (6), co-ordination and unified management of the railroads of the port in conjunction with a belt line; and (7), more effective means of local distribution and collection of freight.

Mr. Cresson explained that as the report of the New York-New Jersey Port and Harbor Commission had not yet been made public, he was obliged to confine his presentation to a statement of the problem. This, he pointed out, is so involved and complex that any solution must grow out of a consideration of many factors, which include studies of the geography of the Port, and adjacent populations; administration, political and legal considerations; previous history of individual endeavor; ocean shipping; port machinery; warehousing; trucking; layout of the Port and railroad connections; lighterage; marketing of foodstuffs; barge canal terminals; ferries, and the study and planning of the Port as a whole. The solution of the entire problem, Mr. Cresson considers, is closely tied up to the solution of the administration problem imposed by the large number of political entities within the harbor area or district and by the National importance of the Port.

Mr. Cresson sounded a warning against the acceptance of additional cargo-handling machinery as a cure-all for port troubles, although he quite appreciated the value of such machinery when intelligently adapted to economic requirements. He indicated the intimate relation between the Port problem and that involved in the handling and distribution of the foodstuffs for New York City, and he considers a study of the marketing situation as an important phase of the Port investigation. He brought out, also, the lack of warehouse and storage accommodations, and the resulting practice of using carriers to perform warehousing functions.

Mr. Webster outlined the organization of the Port of Philadelphia and explained the method by which the rail carriers co-ordinate their service to the port. He described the pier layout and plan in operation at Philadelphia and expressed his

judgment that in ports where railroads lead to a river front, it is desirable and economical that wide piers be constructed and that the waterfront be well co-ordinated with the railroads.

New York on Wrong Side of Harbor.

Mr. Meigs considered the principal difficulty of the harbor problem to be the fact that New York City is on the wrong side of the harbor. He asserted that New York "is certainly not an economical port" but is, in fact, probably "the most expensive port in the country if we consider the average cost of the entire freight movement in it." He considers the crux of the economic difficulty to be in the present rate structure, which includes free delivery in New York, and of which any sudden dislocation would play havoc with established agencies and facilities. He touched on the possibility of drastic action in this matter on the part of the Interstate Commerce Commission.

Mr. Cowie pointed out the difference between a "City Port" and a "National Port" and showed that the New York Port problem included a consideration of both. He believed that the City of New York might operate the first and the Nation the second, which would be located on the Jersey side of the Hudson River. He urged a policy of concentration and centralization of facilities.

Mr. Robinson discussed in detail the several elements and factors that enter into the Port problem as one item in the entire transportation function, and emphasized the essential elements of economical ships and prompt "turn around."

Mr. Goodrich pointed out that the design of the Port need not be based on the requirements of the few very large ships, as most cargo is handled in smaller bottoms. He contended that sometimes the payment of demurrage is cheaper than the investment of large sums in pier construction, and showed that the narrow pier is the more advantageous type when lighterage is an important consideration. He answered the criticisms that had been offered as to the cost of shipping through New York by citing cases in which Philadelphia shippers had sent goods by truck to New York for shipment there.

Mr. Mantell emphasized the wastefulness of the port and urged as the principal elements of the remedy: (1), Storage in New Jersey, and a belt line railroad; (2), store door delivery; (3), Hudson River bridge; (4), Co-ordination and electrification of New Jersey suburban railroad lines. He stated his belief that the new vehicular tunnel will be overloaded within a year of its completion.

Mr. Smith commended the work of the Commission's Engineers and urged a widespread public interest in the problem to the end that the necessary legislative action might be brought about.

Mr. Hulbert defended the present policies and practice of the Dock Department against criticisms that have been offered and explained the restrictions and conditions under which his Department must work. He described in detail several of the Port projects now under way and as planned for the future.

Mr. Cohen spoke on behalf of the Joint Port Commission as the necessary agency to co-ordinate the interests of the two States in the Port development, and debated some phases of the subject with Mr. Hulbert, who contended that, as planned, there would still remain an embarrassing division of authority.

A letter from Senator Calder was presented in which he advocated the broadest National viewpoint in the consideration of the Port problem as opposed to any narrow sectional bias. He pointed out that the high port costs in New York are due to lack of co-ordination, and urged the administration of all parts of the harbor as a unit.

ACTIVITIES OF STUDENT CHAPTERS

Stanford University Student Chapter

A complete report of the activities of the first Student Chapter of the Society, organized at Stanford University, has been submitted by its Secretary, Cecil E. Pearce, in which is tabulated a statement of the speakers, attendance, subjects considered, and other pertinent information for the five regular meetings held by the Chapter during 1920. In condensed form, this information is reproduced in the table herewith.

Meeting No.	Date, 1920.	Attendance.	Speaker.	Subject.
1........	October 6th............	15	....	....
2........	October 20th...........	16	L. G. Haskell..........	"Inventory and Valuation for a Large Corporation."
3........	November 10th........	17	C. W. Dewing.........	"The Calibration of Fuel Oil Tanks."
4	November 23d.........	14	L. S. Fish..............	"Some Engineering Problems Incident to the Production of Petroleum."
5........	December 8th.........	19	W. H. Holmes.........	"The Hetch-Hetchy Project."

All these addresses were made by students and related personal experiences. In addition, a Civil Engineering Smoker was held on December 2d, 1920, at which about 70 of the students were present, all civil engineering students having been invited. At this meeting Shirley Baker, E. E. Carpenter, and W. H. Kirkbride, Members, Am. Soc. C. E., addressed the meeting on "Reminiscences of the Past", "What a College Man Should Take Away from College", and "Advice to Young Engineers", respectively.

The Chapter voted to pay the expenses of at least one delegate to be sent to each of the regular meetings of the San Francisco Section of the Society, and is raising an endowment fund by subscription from the alumni and students of the University, the annual interest from which is to provide a tuition scholarship of $125 per year for "some worthy Civil Engineering student".

At each regular meeting of the Chapter, at least one student presents to the Chapter a bound typewritten report on some engineering work with which he is familiar. These papers are kept on file by the Chapter.

The Chapter is taking the lead in the design and construction of a large reinforced concrete bench to be built at the Engineering Corner of the Quadrangle.

ENGINEERING SOCIETIES SERVICE BUREAU

Engineering Societies Service Bureau, established December 1st, 1918, as an activity of Engineering Council, is managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. The Bureau is co-operating with engineering organizations in all parts of the country. It is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register with this Bureau should apply for further information, registration forms, etc. to Walter V. Brown, Manager, Engineering Societies Service Bureau, First Floor, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings,* copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

ARE YOU A BROAD-GAUGED SALES EXECUTIVE?—Such a man is wanted by one of the largest engineering and construction companies in this country, to sell industrial engineering and construction service. He must have sales ability and a previous sales experience, and a confidence-winning personality which will enable him to convince manufacturers and business men of the value and efficiency of the organization he represents. A personal acquaintance with men of affairs is an almost necessary requirement, and this must be supplemented by a capacity for hard and persistent effort and the ability to meet men of big business and talk their language, both in and out of the office. Knowledge and experience in engineering and building construction is a desirable background. This man, who is to form the sales link between big business men and a big engineering and construction organization, must have an upstanding frankness and integrity which befits the character of the enterprise he represents. Applicants should give in their first letter full information about themselves and their salary requirements. X–16.

RESEARCH GRADUATE ASSISTANTSHIPS: The University of Illinois maintains fourteen Research Graduate Assistantships in the Engineering Experiment Station, and two others are under the patronage of the Illinois Gas Association; annual stipend $600 and freedom from all fees, except for matriculation and diploma; open to graduates of approved American and foreign universities and technical schools prepared to undertake graduate study in engineering, physics, or applied chemistry. Appointment is for two consecutive collegiate years, with degree of Master of Science; half time available for graduate study. Applications are received not later than March 1st; nominations based on the character, scholastic attainments, and promise of success in given line of research; preference given those with practical engineering experience. Appointments become effective September 1st. Address The Director, Engineering Experiment Station, University of Illinois, Urbana, Ill. X–33.

INSTRUCTORS: All engineers willing to consider teaching positions are invited to register with the Service Bureau, which has been called on to fill more positions, varying in grade from Laboratory Assistant to Heads of Departments in various engineering and technical schools of this country, than it has been able to fill from among the men now registered. Blanks for registration and information regarding the Bureau may be had by addressing Mr. Brown.

MEN AVAILABLE

GRADUATE CIVIL ENGINEER, age 36, married. Reinforced concrete specialist; seventeen years' experience in design and construction of bins and buildings of all types —coal hoppers, foundations, industrial plants, power houses, reservoirs, retaining walls, sewers, tanks and tunnels. Organizer with executive and efficiency ability. Highly recommended. New York City preferred. CE–51.

CIVIL ENGINEER, Assoc. M. Am. Soc. C. E., age 35, married. College training. Desires to make new connections. Over fourteen years in railroad location, construction and maintenance; earth and rock excavation, both land and water; concrete and structural steel design and erection; soft ground trenching and tunneling; plane and topographic surveying; sewer, road and street construction. Quantitative chemist; had charge of cement testing laboratory. Desires something permanent in the South. CE–52.

ENGINEER AND CONSTRUCTOR, M. Am. Soc. C. E., age 44. Twenty-four years' experience as engineer, superintendent and executive in the United States, Alaska, Canal Zone and Peru, principally in charge of city improvements, river and harbor improvements, dredging, hydro-electric construction, irrigation, shipbuilding, dams, buildings, etc. Speaks Spanish. CE–53.

HYDRAULIC AND CONSTRUCTION ENGINEER, age 35. Graduate, University of Michigan. Eleven years' experience on dam, power plant, concrete, sewer and paving construction. Recently assistant division engineer on large flood protection project. Excellent references from past employers. Open for immediate engagement as resident or contractor's engineer. CE–54.

EXECUTIVE, graduate engineer, Assoc. M. Am. Soc. C. E., with good business training. Thirteen years' successful management of engineering projects of magnitude, including development, design and construction of dams, irrigation and drainage works, industrial plants, buildings, housing developments and steam power plants. Now open for immediate engagement. Preference given engineering contracting firm or corporation offering permanent employment. Interview desired. CE–55.

ENGINEER, Columbia University; 13¾ years engineering and construction work; 5 years as chainman, draftsman, and transitman; 2½ years as draftsman, designing forms, plant structures and underpinning buildings; 5 years as assistant engineer, subways and construction of industrial plant; 1¼ years as supervising engineer on brick, steel and reinforced concrete building. Desires responsible position. CE–56.

ENGINEER AND EXECUTIVE, age 39, M. Am. Soc. C. E. Seventeen years' experience on hydro-electric, irrigation and municipal engineering and construction. Willing, and able to assume authority or to work independently. Available on ten days' notice to go anywhere. CE–57.

CIVIL ENGINEER GRADUATE, Assoc. M. Am. Soc. C. E. Experience as chief engineer in charge of design and construction of irrigation systems, dams and power plants. Location immaterial. CE–58.

CIVIL ENGINEER, age 38, married, Assoc. M. Am. Soc. C. E. Fifteen years' experience miscellaneous construction work, extensive steam and electric railway valuation and maintenance. In executive position, Engineer Maintenance of Way, handling large property. Desires change. Will consider executive position with railway, industry, or contractor. Personal interview solicited. CE–59.

CONSTRUCTING ENGINEER; seventeen years' active practice, responsible charge twelve years, design five years. Qualified as resident engineer or superintendent of construction for highways, railways, aerial tramways, industrial plants, navigation works, etc. Six years on Panama Canal. Recently Capt., Engrs., U. S. A. Construction executive, 750 men in France. Speaks French, Spanish, German. Age 39; Assoc. M. Am. Soc. C. E. Least salary $3 600. CE–60.

FIELD ENGINEER, age 37. C. E. degree 1913. Eight years' experience on location and construction surveys, drafting, design and construction, covering concrete shipbuilding, hydro-electric power development, irrigation and railroad work. Assoc. M. Am. Soc. C. E. Desires position as resident engineer or assistant superintendent. CE–61.

CIVIL ENGINEER, technical graduate, age 39. Assoc. M. Am. Soc. C. E. Fourteen years' experience, four in the tropics. Capable of designing and erecting reinforced concrete or structural steel structures, dams, sewer and water systems. Prefer work connected with hydro-electric development. Available at once to go anywhere. CE–62.

EXECUTIVE, graduate engineer, superintendent of construction. Assoc. M. Am. Soc. C. E. Late Col. of Engrs., A. E. F. Fourteen years' field and office experience, mainly hydro-electric developments, railroads, roads, tunnels. Desires connection with engineering, contracting or manufacturing company. Fluent Spanish. CE–63.

GRADUATE CIVIL ENGINEER, age 41. Speaks French. Six years' hydraulic and industrial engineering and construction; twelve years' hydrographic, geodetic and topographic engineering; one year in charge of design, construction and maintenance of U. S. Army General Hospital; two years Capt., U. S. Army Engrs.; now Maj., E. O. R. C. Competent to design, estimate or superintend construction of steam and water power plants, sewers, water supply or structures, and any kind of maps. Desires position as water power, water supply, mapping, or hospital engineer or city manager. CE–64.

ENGINEERING EXECUTIVE, graduate C. E., Assoc. M. Am. Soc. C. E. Ten years in directive capacities with industrial plants, dams, docks, bridges and tunnels, appraisal and valuation. Will entertain either domestic or foreign opening. CE–65.

EXECUTIVE ENGINEER GRADUATE, 1899. Excellent experience in railroad location, construction, maintenance, electrification, valuation, design and construction of reinforced concrete bridges and reservoirs, buildings, docks and highways. Prefers responsible position with railroad industrial corporation, consulting engineer or contractor. Familiar with New England, Atlantic, Central and Southern States. CE–66.

CIVIL ENGINEER, age 55. Thirty years' experience on large variety of work; mostly construction, all kinds of masonry, masonry in water, temporary works, foundations, hydro-electric plants, water supply, irrigation, designs, estimates, reports. At present employed. Available on short notice. CE–67.

ENGINEER, age 34, single. Assoc. M. Am. Soc. C. E., M. Am. Ry. Eng. Assoc.; seven years' field and office experience with railroads as draftsman, transitman, estimator, assistant engineer, etc.; four years' structural experience, including charge of design and construction of fuel oil storage systems for the handling and use of low gravity Mexican petroleums, petroleum refinery equipment, etc. Business ability. Desires responsible position. CE–68.

ENGINEER, SUPERINTENDENT OR MANAGER, age 40, Assoc. M. Am. Soc. C. E. Eighteen years' experience with contractors and engineers in charge of construction and design of sewers, water works, rapid transit subways, foundations, underpinning of buildings, rock tunnels, concrete dams. Can handle both office and field work. Available immediately. Location immaterial. CE–69.

CIVIL ENGINEER GRADUATE. Four years' experience in field work, power plant layout and mechanical equipment. Has some sales experience. Can report for work as soon as desired. CE–70.

CONSTRUCTION ENGINEER, age 36; married; Assoc. M. Am. Soc. C. E. Capable executive, pleasing personality with good address. Sixteen years' general experience in all branches of engineering and construction; superintendent of construction and general manager of contracting concern; three years as Capt., Constr. Div., U. S. Army, in responsible charge of large projects and the disbursement of funds therefor. Available at once. Location immaterial. CE–71.

FIELD ENGINEER, age 37. C. E. degree, 1913. Eight years' experience on location and construction surveys, drafting, design and construction, covering concrete shipbuilding, hydro-electric power development, irrigation and railroad work. Assoc. M. Am. Soc. C. E. Desires position as resident engineer or assistant superintendent. CE–72.

CIVIL ENGINEER GRADUATE, twenty years' broad practical engineering and contracting experience on water works, hydraulics and general engineering with utility holding companies, consulting engineer, engineers and contractors, on investigations, reports, designs, construction, appraisals. Excellent references. Will consider any proposition; salary based on requirements of position. Prefer Middle Atlantic States for permanency. Correspondence solicited. Member, A. A. E.; M. Am. Soc. C. E., etc. CE–73.

STRUCTURAL MECHANICAL ENGINEER, age 36, with some sales experience. Fourteen years' experience on bridges, buildings, cranes, conveyors and material handling machinery. CE–74.

CIVIL ENGINEER, college graduate, age 35; fifteen years' experience in railroad, municipal, irrigation and valuation engineering. Formerly Maj., Engrs., A. E. F. Unmarried, and can go anywhere. CE–75.

TEACHER, Assoc. M. Am. Soc. C. E. Three years' construction field experience as inspector, superintendent and resident engineer; eight years as instructor and assistant professor in large universities. M. S. in highway engineering and transport, desires position teaching these subjects. Available July 1st. CE–76.

CONSTRUCTION ENGINEER, experienced in modern concrete industrial buildings, steel plant buildings, furnaces, etc., also plant maintenance and repair. Reference excellent. CE–77.

CIVIL AND STRUCTURAL ENGINEER, with experience in chemical engineering. Eighteen years' general inside designing and outside superintending experience on plant and business buildings, in reinforced concrete, steel and timber. Responsible charge on $9 000 000 and $12 000 000 building construction. Best of references. CE–78.

EXAMINATIONS FOR ENGINEERS' LICENSES

For the convenience of the membership, abstracts of the examination requirements of all States in which engineers are now required to obtain licenses before being allowed to practice, together with the addresses of the officers to whom application must be made, are repeated from the complete abstracts of the various laws now in force, as published in the October, 1920, *Proceedings,* as follows:

Colorado.—Each candidate is examined in that branch of engineering in which he is proficient, as set forth in his application. The Board conducts the examination in such manner as it deems best suited to determine the fitness of candidates, and it may summon any licensed engineer to assist in preparing for and in conducting examinations. Fee for examination is $10.00, for license certificate $5.00, and for renewal certificate, $5.00 annually. Application for examination is made to State Engineer, Secretary, State Board of Engineer Examiners, Denver, Colo.

Florida.—The Board has ruled that examinations may consist of the applicant's sworn statement of professional education and experience in responsible charge of engineering work. If this statement is not complete or qualifying, the Board may summon the applicant to appear for further examination, and investigate his record of professional service. Examinations may be either oral, or partly oral and partly written. Fee for examination is $15.00, for certificate of registration $10.00 additional, for registration without examination $25.00, and for renewal of certificate, $5.00 annually. Application for examination is made to the Secretary, State Board of Engineering Examiners, 215 East Bay Street, Jacksonville, Fla.

Idaho.—Examinations are held semi-annually in the State Capitol, Boise, Idaho, beginning at 9 A. M., the second Tuesday of March and September. Application must be received 10 days before the date of examination. Fee for residents is $10.00, for non-residents $25.00, for renewal, $2.00 annually. Application for a Certificate of Registration is made to the Department of Law Enforcement, Boise, Idaho, in writing under oath in such form and accompanied by such proof of the applicant's fitness to practice as the Department may from time to time prescribe. Must be accompanied by an unmounted photograph taken within a year.

Illinois.—Structural engineer's examinations include written and oral tests, and embrace subjects normally taught in schools of structural engineering. They occupy three days and cover theoretical and applied mechanics, definitions, general engineering knowledge, stress analysis, static and moving loads, design and construction in reinforced concrete, steel, wood, masonry, and foundations. Fee for examination $10.00, for certificate of registration $5.00, for examination to determine preliminary education $5.00, for restoration of an expired certificate $5.00, for renewal of certificate $1.00 annually, for certificate to those who hold a like certificate from another State or country, $15.00. Application for certificate is made upon prescribed blanks to the Department of Registration and Education, Springfield, Ill.

Iowa.—Examinations are required as prescribed by the Board. Fee for examination $15.00, for certificate of registration $10.00 additional, for certificate without examination to person registered in another State, $10.00. Application

for examination is made to the State Board of Engineering Examiners, Box 923. Des Moines, Iowa.

Louisiana.—Examinations are required of all who are not graduates of an engineering college or school of good standing. Examination for surveying covers geometry, plane trigonometry, plane surveying and practical use of instruments; for engineering, covers in addition, physics, including practical problems in design and construction. Fee for examination $25.00, for registration by diploma $25.00, for registration of holder of license from another State $15.00, for issuing license certificate $1.00, engineering renewal license $3.00 annually, surveying renewal license $1.00 annually. Application for license or examination is made to the State Board of Engineering Examiners, Maison Blanche Building Annex, New Orleans, La.

Michigan.—Examinations are required of all who desire to begin the practice of architecture, engineering or surveying as principal or in responsible charge, except those from other States, and include English language and other appropriate subjects. Fee for examination $5.00, for certificate of registration $15.00 additional, for certificate of registration without examination $20.00, for renewal of certificate $5.00 every five years. Application for examination is made to the State Board of Examiners for the Registration of Architects, Engineers, and Surveyors, 80 Griswold St., Detroit, Mich.

New York.—Present practitioners must obtain licenses before May 14th, 1922. If evidence presented in the application does not appear to the Board to be conclusive or warranting issuance of a certificate, applicant may present further evidence, which may include the result of a required examination. Fee for certificate to practice engineering or land surveying $25.00, for certificate to practice both engineering and land surveying $35.00; no provision for renewals. Application for certificate must be made on a prescribed form to Regents of the University of the State of New York, Albany, N. Y.

Oregon.—Examinations may be either oral or partly oral and partly written. Fee for examinations $10.00, for certificate of registration $5.00 additional, for certificate of registration without examination $15.00. Application for examination is made to the Secretary, State Board of Engineering Examiners, Corbett Building, Portland, Ore.

Virginia.—Examinations are required of all applicants except those from other States, as prescribed. They are held at least once each year at Richmond, Va., and at such other places and times as the Board may designate. Fee for each examination $20.00. Application for examination is made to the State Board of Examination and Certification of Architects, Professional Engineers, and Land Surveyors, Richmond, Va. Registration is optional; present practitioners are not limited as to time within which to register.

Wyoming.—Examinations are required of all applicants except those licensed under previous Acts, and consist of a written examination and an investigation by the Board of record, training, and experience. Fee for examination $10.00, for certificate of license without examination $5.00. Application for examination is made to the State Board of Examining Engineers, Cheyenne, Wyo.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

February 2d, 1921.—8.00 P. M.—A regular business meeting of the Society will be held, the programme for which will be announced later.

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes announced by the New York Section* are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

RULES ADOPTED BY THE BOARD OF DIRECTION FOR THE USE OF THE ADDRESSOGRAPH AND MAILING LIST OF THE SOCIETY

The following rules were adopted by the Board of Direction at its meeting of November 9th, 1920, for the use of the Addressograph and Mailing List of the Society:

1.—The Addressograph shall be used by the Secretary only in the routine of the issuance of Society matter and for the issuance of notices of joint meetings of this and other societies.

2.—The Mailing List shall be furnished by the Secretary:

(*a*) To Local Sections of the Society free of charge for legitimate use by them in relation to Society matters, and

(*b*) To individual members of the Society at cost price for their communication with the membership regarding Society affairs.

3.—Neither Mailing List nor the use of the Addressograph shall be furnished to any one for commercial or advertising purposes.

4.—In the difficulty of prescribing rules to cover each case that may arise in the future, the Secretary is authorized to use his discretion regarding each application as to whether it is in accordance with the spirit of the rules here outlined.

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* *Proceedings*, Am. Soc. C. E., November, 1920, p. 868.

5.—These rules shall be published in the *Proceedings* of the Society so that all members may have an equal chance to avail themselves of the advantages of the use of the Mailing List.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1920.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper, and the discussions and closure distributed in pamphlet form.

All manuscript submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication and with the paper in the volumes of *Transactions*.

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 35 of the Year Book for 1920.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section, Organized 1905.

M. M. O'Shaughnessy, President; Nathan A. Bowers, Secretary-Treasurer, 531 Rialto Building, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section, Organized 1908.

Oliver T. Reedy, President; John S. Means, Secretary-Treasurer, 1574 Marion Street, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section, Organized 1912.

J. W. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the last Monday of each month, at 12.30 P. M., to which visiting members of the Society are welcome.

Baltimore Section, Organized 1914.

Ezra B. Whitman, President; George S. Robertson, Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Cincinnati Section, Organized 1920.

*————————, President; Alphonse M. Westenhoff, Secretary, 13 East Third Street, Cincinnati, Ohio.

Cleveland Section, Organized 1914.

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the Rooms of the Cleveland Engineering Society, Hotel Statler. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section, Organized 1919.

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section, Organized 1916.

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section, Organized 1916.

David S. Carll, President; James H. Van Wagenen, Secretary-Treasurer, 719 Fifteenth Street, N. W., Room 310, Washington, D. C.

Duluth Section, Organized 1917.

W. A. Clark, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

* Mr. Ward Baldwin, the President of the Section, died on November 15th, 1920.

Illinois Section, Organized 1916.

A. F. Reichmann, President; W. D. Gerber, Secretary-Treasurer, 913 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section, Organized 1920.

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Louisiana Section, Organized 1914.

A. T. Dusenbury, President; Eugene F. Deléry, Secretary, 602 Sewerage and Water Board Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nebraska Section, Organized 1917.

Clark E. Mickey, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section, Organized 1920.

William J. Wilgus, President; W. T. Chevalier, Secretary, 17 Battery Place, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section, Organized 1914.

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Ave., St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Philadelphia Section, Organized 1913.

John Meigs, President; Henry T. Shelley, Secretary, 416 City Hall, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held, at times announced in advance.

Pittsburgh Section, Organized 1917.

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 426 City-County Building, Pittsburgh, Pa.

Portland (Ore.) Section, Organized 1913.

J. C. Stevens, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are called by the President, usually on Friday evenings; the Annual Meeting is held on the second Friday in January. Members of the Society are cordially invited to attend.

Providence (R. I.) Section, Organized 1920.

Sydney Wilmot, Chairman; Howard W. Congdon, Secretary-Treasurer, Care Providence Steel and Iron Company, Providence, R. I.

St. Louis Section, Organized 1888 (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section, Organized 1915.

George Cromwell, President; R. C. Wueste, Secretary-Treasurer, Bonita, Cal.

The San Diego Section of the American Society of Civil Engineers meets on announcement. Pilgrimages to points of engineering interest are made at intervals throughout the year.

Seattle Section, Organized 1913.

John L. Hall, President; Bertram D. Dean, Secretary, 1711 Ravenna Boulevard, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. Informal luncheons are also held at 12.15 P. M., every Monday at the Engineers' Club. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Southern California Section, Organized 1914.

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Spokane Section, Organized 1914.

Alfred D. Butler, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Regular meetings are held on the second Friday of each month, except July and August.

Texas Section, Organized 1913.

J. H. Brillhart, President; E. N. Noyes, Secretary, 311 Deere Building, Dallas, Tex.

Utah Section, Organized 1916.

A. B. Villadsen, President, 304 Dooly Bldg., Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the President.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

Clinton H. Wood, President; H. J. Miller, Secretary of Section I; Alvord C. Stutson, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

E. C. Larson, President; T. W. Broughton, Secretary, Rensselaer Polytechnic Institute, Troy, N. Y.

Drexel Institute Student Chapter, Organized 1920.

Miles N. Clair, Acting Chairman; C. V. Nishwitz, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

Stanford University Student Chapter, Organized 1920.

R. L. Wing, President; F. L. Adams, Corresponding Secretary, Stanford University, Cal.

University of Colorado Civil Engineering Student Chapter, Organized 1920.

W. C. Peterson, President; E. S. Huntington, Secretary, University of Colorado, Boulder, Colo.

University of Pennsylvania Student Chapter, Organized 1920.

Ashby B. Paul, President; Robert Beatty, Secretary, University of Pennsylvania, Philadelphia, Pa.

Washington University Collimation Club Student Chapter, Organized 1920.

Harold T. Smeltz, President; Raymond Schuermann, Secretary, Washington University, St. Louis, Mo.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 42 and 43 of the Year Book of the Society for 1920.

The Engineering Societies of Wisconsin, Madison, Wis., and Vereeniging van Waterstaatsingenieurs in Nederlansch Oost-Indie, are to be added to the above mentioned list, and members of these Societies are accorded the usual courtesies and privileges of the Headquarters of the Society.

NEW BOOKS*

(From December 1st to December 31st, 1920)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

HIGH FREQUENCY APPARATUS:

Design, Construction and Practical Application. By Thomas Stanley Curtis. Second Edition, Revised and Enlarged. N. Y., Norman W. Henley Publishing Co., 1920. 269 pp., illus., diagrams, 8 x 5 in., cloth. $3.00.

This book is a practical, non-technical textbook, intended particularly for amateurs and other experimenters, and is based on a series of papers which appeared in various popular technical magazines. This edition has been slightly enlarged.

STORAGE BATTERY PRACTICE.

By Robert Rankin. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd. 11 + 169 pp., diagrams, charts, 9 x 6 in., cloth. $3.10.

This is an attempt to present, in concise, readable form, an account of the manufacture, installation, properties, and working of storage batteries, for the practical engineer, who is not so much concerned with the details of manufacture and theory, as with the operation and maintenance of storage batteries and the auxiliary plant. The book deals mainly with stationary batteries.

STORAGE BATTERY MANUAL.

By Lucius C. Dunn. Annapolis, U. S. Naval Institute, 1920. 391 pp., illus., diagrams, 9 x 6 in., cloth. $7.00.

This book is the work of a Lieutenant-Commander, U. S. Navy, and is designed for the instruction of the personnel of the Navy. The text has been made as simple and practical as possible, and involved formulas and mathematical expressions have been avoided wherever possible.

THE STANDARD ELECTRICAL DICTIONARY.

By T. O'Conor Sloane. With Additions by A. E. Watson. N. Y., The Norman W. Henley Publishing Co., 1920. 767 pp., illus., diagrams, 7 x 5 in., cloth. $5.00.

Since its appearance in 1892, this work has passed through many editions and found favor as an encyclopedic dictionary of the subject. The present edition has been revised and enlarged by the addition of a second part, 185 pages long, containing the terms, appliances and theories of modern times. Cuts and diagrams are used to elucidate the text.

ENCYCLOPEDIA OF MARINE APPLIANCES, 1920.

Compiled by Alexander McNab. Bridgeport, Conn., The McNab Company. 206 pp., illus., 12 x 9 in., cloth. $5.00.

An interesting catalogue of marine appliances, made or sold by the publishers.

DETAIL DESIGN OF MARINE SCREW PROPELLERS.

By Douglas H. Jackson. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. 12 + 92 pp., tab., charts, diagrams, 9 x 6 in., cloth. $2.50.

The author feels that many works on screw-propeller design carry theoretical considerations too far for the average designer. He therefore here presents, in small compass, an outline of the accepted theories, a full treatment of the practical application of them, and a short description of the various manufacturing methods. A chapter on repair work is also included.

AIRCRAFT AND AUTOMOBILE MATERIALS OF CONSTRUCTION:

Vol. 1, Ferrous Materials. By Arthur W. Judge. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. 16 + 739 pp., illus., charts, tab., diagrams, 9 x 6 in., cloth. $9.00.

This book has been written for the user of the ferrous materials employed in the construction of automobiles and aircraft and in general mechanical construction. It is not concerned, there-

*Unless otherwise specified, books in this list have been donated by the publishers.

fore, with the metallurgical processes to which these materials may have been previously subjected, but with their composition, strength, and properties as received from the steel manufacturer, and with modes of heat and other treatment. The work covers a wide range, and is intended as a reference work for designers and builders of machines. Contents: Stress, Strain and Elasticity; The Properties of Materials Under Test; Testing Machines and Methods; The Metallography of Ferrous Materials; Irons and Carbon Steels; Alloy, or Special Steels; Commercial Forms of Ferrous Materials; The Treatment of Ferrous Materials; Heat Treatment Furnaces; Pyrometry; Metal Joining Processes; The Protection of Metal Surfaces; Ferrous and Other Alloys.

ELECTRO-DEPOSITION OF METALS.

By George Langbein. Translated, with Additions by W. T. Brannt. Eighth Edition, Revised and Enlarged. N. Y., H. C. Baird & Co., Inc., 1920. 12 + 863 pp., illus., diagrams, 9 x 6 in., cloth. $7.50.

This book is intended as a reference book and practical guide on electroplating, based on the scientific principles underlying the art, but devoid of mathematical technicalities. The present edition has been thoroughly revised and modernized, and new methods have been added wherever necessary.

THE MODERN ELECTROPLATER.

By Kenneth M. Coggeshall. N. Y., The Norman W. Henley Publishing Co., 1920. 276 pp., illus., charts, diagrams, tab., 8 x 5 in. $3.00.

This volume is practical in purpose. It contains a description, presented as simply as possible, of the equipment and methods for electroplating in use to-day.

THE STORY OF THE ENGINE, FROM LEVER TO LIBERTY MOTOR.

By Wilbur F. Decker. N. Y., Charles Scribner's Sons, 1920. 20 + 277 pp., front., illus., 8 x 5 in., cloth. $2.50.

This book is intended for readers without any previous knowledge of the subject. Beginning with the lever, the first elementary mechanical movement, the author traces the applications of mechanical principles, the gradual development of the steam engine in its various forms, and the internal combustion engine. Numerous diagrams assist the text.

PAPERS ON PAINT AND VARNISH, AND THE MATERIALS USED IN THEIR MANUFACTURE.

By Henry A. Gardner. Washington, D. C., 1920. 501 pp., front., ports., illus., diagrams, tab., 9 x 6 in., cloth. $10.00. (Gift of the Author.)

In this volume the author brings up to date the series of technical papers which he has prepared as circulars of the Educational Bureau of the Paint and Varnish Manufacturers Association, since January, 1919. The papers cover a wide variety of practical subjects, and are intended to bring a fuller realization of the importance of surface protection and a better understanding of how to obtain and maintain it.

THE CERAMIC INDUSTRIES POCKET BOOK.

By Alfred B. Searle. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. 7 + 267 pp., diagrams, tab., 6 x 4 in., cloth. $3.40.

Of actual pocket size, this little volume is a compilation of data that have been found of constant use to people engaged in the clay-working, glass, and allied industries.

WIRTSCHAFTLICHE VERWERTUNG DER BRENNSTOFFE.

By G. de Grahl. Zweite, Neu Bearbeitete Auflage. München and Berlin, R. Oldenbourg, 1921. 8 + 487 pp., plates, illus., charts, diagrams, 11 x 8 in., paper. 110 Marks.

This work on the economical utilization of fuels first appeared in 1915, when the economic isolation of Germany began to be effective. The present edition has been entirely rewritten in the light of the fuel situation after the war, and is an exhaustive treatise on the utilization of the available fuel supply under present conditions. After a description of the solid, gaseous, and liquid fuels, in which their efficiencies are compared, the author discusses the processes for converting and enriching them. Gas production, by-products, nitrogen utilization are treated in detail. The subject of combustion is then taken up, and an extended critical discussion of methods of firing, especially for steam production, is included. Another chapter discusses heating for municipalities, waste heat utilization, etc. The concluding chapter treats of the economics of energy in general. Because of its comprehensiveness, the book will interest many engineers.

RAPID METHODS FOR THE CHEMICAL ANALYSIS OF SPECIAL STEELS,

Steel-Making Alloys, Their Ores and Graphites. By Charles Morris Johnson. Third Edition, Revised and Enlarged. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1920. 11 + 552 pp., illus., tab., 9 x 6 in., cloth. $6.00.

This collection of analytical methods, by the chief of a large steel-works laboratory, represents the results of long experience in the rapid examination of steel-works materials. Many methods are original. The present edition has been expanded to include a considerable number of new methods which have been developed since the last revision of the book.

LEAD, INCLUDING LEAD PIGMENTS AND THE DESILVERISATION OF LEAD.

By J. A. Smythe. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. (Pitman's Common Commodities and Industries.) 7 + 120 pp., front., illus., map, 7 x 5 in., cloth. $1.00.

This is a brief, straightforward account, free from technicalities, of the various processes used from the time the lead ore is dug out of the earth until the pure metal and the pigments derived from it are put on the market. No previous knowledge of chemistry and physics is required by the reader.

COMPRESSED AIR PLANT;

The Production, Transmission and Use of Compressed Air, with Special Reference to Mine Service. By Robert Peele. Fourth Edition, Revised and Enlarged. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1920. 23 + 506 pp., illus., diagrams, tab., 9 x 6 in., cloth. $4.50.

This volume deals with the varied uses of compressed air in engineering, particularly in mining, tunneling, quarrying, and other work involving rock excavation. A chapter on the measurement of air consumption has been added to this edition, and also information on air-lift work. Typographical errors have also been corrected.

MODERN EXPLOSIVES.

By S. I. Levy. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. (Pitman's Common Commodities and Industries.) 9 + 109 pp., front., illus., 7 x 5 in., cloth. $1.00.

Upon the basis of experience gained during the World War, the author of this little book gives an account, for general readers, of the modern explosive industry. Stress is laid on the interdependence of modern industry and the necessity of viewing all research and productive activity as a whole, not only for purposes of defense, but to insure the well-being of the community.

THE COST OF MINING.

By James Ralph Finlay. Third Edition, Revised, Enlarged, and Reset. N. Y., and Lond., McGraw-Hill Book Co., Inc., 1920. 11 + 532 pp., maps, tab., 9 x 6 in., cloth. $6.00.

This work was originally a study of the cost of mining the more important economic minerals, undertaken to show how the natural factors invariably impose certain costs that sound engineering must recognize. The present edition has been broadened in scope, chiefly by the insertion of generalizations on geologic history and processes that tend to explain the origin and govern the distribution of important minerals. It is less narrowly technical than its predecessors and pays more attention to those aspects of mining economics which interest the public generally.

THE LIFE AND WORK OF SIR WILLIAM VAN HORNE.

By Walter Vaughan. N. Y., The Century Company, 1920. 13 + 388 pp., ports., plates, 9 x 6 in., cloth. $5.00.

Sir William Van Horne's great achievement was the construction of the Canadian Pacific and its development into a great railroad system. To the story of this achievement the greater part of Mr. Vaughan's book is devoted, but he has also treated adequately Sir William's earlier experience in railroad operation in the United States and the various projects which occupied his later life after his retirement from the presidency of the Canadian Pacific. His personality is adequately and sincerely treated, so that the book is a human record of the man, as well as a history of a railroad.

APPLICATION OF DYESTUFFS TO TEXTILES, PAPER, LEATHER, AND OTHER MATERIALS.

By J. Merritt Matthews. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1920. 16 + 768 pp., illus., tab., 9 x 6 in., cloth. $10.00.

The present volume is an outgrowth of the author's earlier work, "Laboratory Manual of Dyeing and Textile Chemistry", but has been broadened in scope to appeal to the interest, not

only of students, but of all those concerned in the application of dyestuffs. The author has endeavored to incorporate the latest knowledge of the subject. It contains an eighteen-page bibliography.

THE ENGINEERING DRAUGHTSMAN.

By E. Rowarth. N. Y., E. P. Dutton and Company. 24 + 245 pp., diagrams, tab., 9 x 6 in., cloth. $5.00.

This book, intended for those familiar with the elementary principles of engineering drawing, is a collection of ninety-six exercises, arranged to illustrate the application of the principles in the production of working drawings. These examples show how working drawings of details are made from information obtained from general assembly drawings, how assembly drawings are made from detailed working drawings, and how detailed working drawings are modified, in shape and size, to suit new machines. The plates cover a wide range of work and are taken from drawings of commercial machines.

HIGHER MECHANICS.

By Horace Lamb. Cambridge, University Press, 1920. 10 + 272 pp., front., diagrams, 9 x 6 in., cloth. $8.00. (Gift of The Macmillan Company.)

This treatise includes three-dimensional kinematics, statics and dynamics, and may be regarded as a sequel to the author's two former treatises on statics and dynamics. The author attempts to confine his attention to matters of genuine kinematical or dynamical importance, and to avoid those of purely mathematical or historical interest. The book is designed as an introduction to the subject.

THE THERMIONIC VACUUM TUBE, AND ITS APPLICATIONS.

By H. J. Van der Bijl. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1920. 19 + 391 pp., illus., charts, diagrams, 9 x 6 in., cloth. $5.00.

In this work the author has attempted to set forth the principles of operation of these tubes and to co-ordinate the more important phenomena exhibited by the passage of electrons through high vacua. The treatment has been made elementary enough for those unacquainted with the subject.

THEORETICAL ORGANIC CHEMISTRY.

By Julius B. Cohen. Lond., Macmillan Co., Ltd., 1920. 15 + 604 pp., illus., diagrams, 7 x 5 in., cloth. $2.50.

In preparing a new textbook on this subject, the author's chief aim has been to maintain a careful balance between theory and practice. The book represents the author's lectures to his students, is equipped with class demonstrations, and endeavors to arouse the curiosity and interest of the student.

P=W=R MANUAL.

Phila., Powers-Weightman-Rosengarten Co., 1920. 7 + 471 pp., tab., 8 x 5 in., cloth.

This is a dictionary of chemical and pharmaceutical products, giving the formulas, percentage compositions, and properties of each. A collection of tables useful to analysts and others is appended.

A DICTIONARY OF CHEMICAL TERMS.

By James F. Couch. N. Y., D. Van Nostrand Co., 1920. 4 + 204 pp., 7 x 5 in., cloth. $2.50.

This volume is designed to serve the convenience of readers of chemical literature by providing accurate definitions for the complex terminology of this science, in convenient form. The treatment of the terms lies between that of a standard dictionary of the English language and that of an encyclopedia.

THE HUMAN MOTOR, OR THE SCIENTIFIC FOUNDATION OF LABOUR AND INDUSTRY.

By Jules Amar. Lond., George Routledge & Sons, Ltd.; N. Y., E. P. Dutton & Co., 1920. 15 + 470 pp., illus., charts, diagrams, 9 x 6 in., cloth. $10.00. (Gift of E. P. Dutton and Company).

This book is a study of the human body as a motor and of the conditions that govern its effectiveness. The author has collected the physiological data which govern the efficiency of human work and has also included a brief summary of the principles of mechanics. The work of Chauveau and Taylor is discussed and criticized, and the latter's system carefully examined.

THE ESSENTIALS OF DESCRIPTIVE GEOMETRY.

By F. G. Higbee. Third Edition, Revised. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1920. 8 + 218 pp., diagrams, 9 x 6 in., cloth. $2.25.

In writing this text the author has endeavored to include only those portions of descriptive geometry which possess industrial utility and assist in the development of a draftsman. The present edition is like the original in essentials, but certain changes have been made, in the light of class-room experience, in order to make the book more clear to the student.

POLITICAL AND COMMERCIAL GEOLOGY

And the World's Mineral Resources: A Series of Studies by Specialists. J. E. Spurr, Editor. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1920. 9 + 562 pp., diagrams, tab., 9 x 6 in., cloth. $5.00.

The purpose of these studies is to shed light on the vast importance of commercial control of raw materials by different powers, or by citizens of those powers, through invested capital. The question of domestic and foreign governmental policies of the United States is closely involved. This volume takes up the study of the actual situation as to the distribution and ownership of mineral supplies in the world and forms almost the first contribution to the investigation of the relation of geology to industry, commerce, and political economy.

AMERICAN RURAL HIGHWAYS.

By T. R. Agg. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1920. 11 + 139 pp., front., illust., 8 x 5 in., cloth. $2.00.

This textbook was written for use in courses on rural highways given to agricultural engineers, students of agriculture, and others who do not receive training along the lines of the usual course in highway engineering. It is intended to familiarize the student with the relation of highway improvement to national progress, to indicate the problems of highway administration, and to set forth the usual methods of design and construction in sufficient detail to establish a clear understanding of the characteristics and serviceability of the common types of roadway surface.

THE PRACTICE OF RAILWAY SURVEYING AND PERMANENT WAY WORK.

By S. Wright Perrott and F. E. G. Badger. Lond., Edwin Arnold. 303 pp., diagrams, charts, tab., 9 x 6 in., cloth. $10.50. (Gift of Longmans, Green and Company.)

The object aimed at is to deal with the practical side of the subject, a knowledge of surveying in general being assumed. The authors gained their experience as members of the staffs of two leading English railways and also when carrying out railway work abroad. The knowledge thus acquired of the best English practice, as well as of the methods adopted in the construction of economic railways in unexplored and undeveloped countries, has enabled them to deal with the subject from the practical point of view. Many of the methods are original. Little or none of the matter on permanent way has previously appeared in print.

THE VENTILATION HANDBOOK.

By Charles L. Hibbard. Second Edition, Revised and Enlarged. N. Y., The Sheet Metal Publication Co., 1920. 231 pp., illus., diagrams, 8 x 6 in., cloth. $2.50.

This book is intended to present, in convenient form, the principles of warm-air heating and ventilation, with simple methods for computing the sizes of the various parts of a system of this kind. The subject-matter is arranged in the form of questions and answers, and the descriptions and mathematical data are given in very simple form.

TEXT-BOOK OF THE MATERIALS OF ENGINEERING.

By Herbert T. Moore. With a Chapter on Concrete, by H. F. Gonnerman. Second Edition, First Impression. N. Y. and Lond., McGraw Book Co., Inc., 1920. 12 + 315 pp., illus., charts, tables, 9 x 6 in., cloth. $3.00.

This textbook contains a concise presentation of the physical properties of the common materials used in structures and machines, together with brief descriptions of their manufacture and fabrication. It is primarily intended for use in connection with courses on the mechanics of materials, but the author hopes that it will also be useful to draftsmen, inspectors, machinists, and others who use these materials. In this edition the chapter on concrete has been rewritten, a chapter added on rubber, leather, and hemp rope, and other sections have been enlarged or revised.

HANDBOOK OF BUILDING CONSTRUCTION.

Editors-in-Chief, George A. Hool and Nathan C. Johnson. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1920. 2 vol., front., illus., diagrams, tab., 9 x 6 in., cloth. $10.00.

This work has been prepared to provide the architect, engineer, and builder with a reference work covering thoroughly the design and construction of the principal kinds and types of modern buildings, and their mechanical and electrical equipment. Each section is the work of a specialist, and although condensed, gives the information usually needed for reference by the engineer in practice. The volumes are fully illustrated by diagrams and figures.

WATER PURIFICATION PLANTS AND THEIR OPERATION.

By Milton F. Stein. Second Edition. N. Y., John Wiley & Sons., Inc.; Lond., Chapman & Hall, Ltd., 1919. 10 + 270 pp., illus., charts, diagrams, 9 x 6 in., cloth. $3.00.

The object of the author has been to give instructions for the operation of these plants, as concisely and simply as is consistent with reasonable completeness. In general, it has been the endeavor to give special attention to the requirements of the non-technical operator of small plants. This edition has been rewritten in part, because of changes in the technique of water bacteriology, new views as to the interpretation of bacteriological tests, and the need for new details in the instructions for these tests.

THE DEVELOPMENT OF INSTITUTIONS UNDER IRRIGATION

With Special Reference to Early Utah Conditions. By George Thomas. N. Y., The Macmillan Co., 1920. 7 + 293 pp., front., pl., 8 x 5 in., cloth. $2.50.

Irrigation on a large scale was first practiced in America by the Utah pioneers. The present book is an account of the methods adopted by them to solve successfully one phase of the problem of irrigation, the institutional one. How the expenses of irrigation works were met, and the distribution and use of water controlled, are concisely related. The history is brought down to 1919.

ROLL OF HONOR*

RECORD OF MEMBERS OF THE SOCIETY WHO SERVED IN THE ARMY OR NAVY OF THE UNITED STATES OR OF ITS ALLIES DURING THE WORLD WAR

The following list of members of the American Society of Civil Engineers who served in the Army, Navy, or Marine Corps of the United States or of its Allies during the World War contains only the names of those who were in active service prior to the Armistice, November 11th, 1918, and who were at some time during such service members of the Society. The information here given is abstracted from the returns of a Questionnaire mailed to all members known to have been in the service. In some cases returns were never received. These are indicated by an asterisk (*), and it is requested that any members who can submit the missing information will do so before final publication in *Transactions*. Errors in the records as printed should also be called to the attention of the Secretary without delay. The answers to the Questionnaire, in general, are quite complete, and it should be noted that the abstracts here given are condensed to include essential information only. The original Questionnaire returns will be preserved in the Society files as valuable records, accessible to all members who desire to refer to them.

In addition to the standard abbreviations used in the Year Book, the following military abbreviations have been adopted:

Adjutant	Adj.
Air Service	A. S.
American Expeditionary Forces	A. E. F.
Army Transport Service	A. T. S.
Artillery	Arty.
Battalion	Bn.
Battalion Commander	Bn. Comdr.
Brigade	Brig.
Brigadier General	Brig. Gen.
British Expeditionary Forces	B. E. F.
Canadian Expeditionary Forces	C. E. F.
Captain	Capt.
Chemical Warfare Service	C. W. S.
Civil Engineer Corps	C. E. C.
Coast Artillery Corps	C. A. C.
Colonel	Col.
Commanding General	C. G.
Commanding Officer	C. O.
Company	Co.
Company Commander	Co. Comdr.
Corps of Engineers	C. of E.
Corporal	Cpl.
Engineer Officers Reserve Corps	E. O. R. C.
Engineer Officers Training School	E. O. T. S.
Field Artillery	F. A.
Field Artillery Reserve Corps	F. A. R. C.
First Lieutenant	1st Lt.
First Sergeant	1st Sgt.
Fort	Ft.
General	Gen.
General Headquarters	G. H. Q.
General Staff	G. S.
Hospital	Hosp.
Infantry	Inf.
Lieutenant	Lt.
Lieutenant Colonel	Lt. Col.
Major	Maj.
Major General	Maj. Gen.
Master Engineer	M. E.
Member, Order of the British Empire	M. B. E.
Motor Transport Company	M. T. Co.
Motor Transport Corps	M. T. C.
National Army	N. A.

* Preliminary publication; to be revised and corrected before publication in final form in *Transactions*, Vol. LXXXIV, (1921).

National Guard	N. G.	Section	Sec.
Ordnance Department	Ord. Dept.	Service of Supply	S. O. S.
Ordnance Reserve Corps	Ord. R. C.	Signal Corps	Sig. C.
Private	Pvt.	Signal Reserve Corps	Sig. R. C.
Quartermaster	Q. M.	Station	Sta.
Quartermaster Corps	Q. M. C.	Tank Battalion	Tank Bn.
Railway Transport Corps	R. T. C.	Transportation Corps	T. C.
Regiment	Regt.	United States Army	U. S. A.
Reserve Officers Training Corps	R. O. T. C.	United States Marine Corps	U.S.M. C.
Sanitary Corps	San. C.	United States Navy	U.S.N.

In designating the corps or branch of service of Reserve Officers, the dates established by Army Orders have been adhered to, as follows:

Commissions received before July 11, 1917	E. O. R. C.
Commissions received between July 11, 1917, and Nov. 30, 1917	E. O. R. C., if first commission received before July 11, 1917; Engrs., N. A., if received after that date.
Commissions received between Nov. 30, 1917, and July 15, 1918	Engr. R. C., if first commission received before July 11, 1917; Engrs., N. A., if received after that date.
Commissions received between July 15, 1918, and Aug. 7, 1918	Engrs., N. A.
Commissions received after Aug. 7, 1918	Engrs., U. S. A.

DIED IN SERVICE

VANSITTART, GEORGE EDWARD. *Maj., 13th Battery, Canadian Field Artillery, 2d Canadian Div.; wounded in action (France); died May 14th, 1916.*

AGNEW, AUGUSTUS WATEROUS. *Capt., 3d Canadian Pioneers; wounded in action (France); died September 17th, 1916.*

HAGUE, WILLIAM. *1st Lt., Engr. R. C., 116th Engrs.; died in service (France), January 1st, 1918.*

GOODFELLOW, JAMES GORDON. *Maj., Royal Engrs.; killed in action (France), March 23d, 1918.*

BUCKWALTER, HARRIS DANIEL. *Capt., Engr. R. C.; killed in action (France), May 11th, 1918.*

LINDBERY, CHARLES ARTHUR. *Capt., Engr. R. C.; died in service (Camp Lee, Va.), May 27th, 1918.*

DEDICKE, ERNEST CHARLES. *1st Lt., U. S. A.; wounded in action (France); died July 15th, 1918.*

SLEPPY, KIRBY BALDWIN. *Capt., Engrs., U. S. A., 4th Engrs.; killed in action (France), August 4th, 1918.*

ANNEAR, EDGAR HAROLD. *Capt., Engr. R. C.; died in service (Hoboken, N. J.), August 28th, 1918.*

ALEXANDER, EDWARD PORTER. *1st Lt., Engrs., U. S. A., 509th Engrs.; died in service (France), September 5th, 1918.*

PRITCHETT, FREDERICK BORRADAILE. *Lt., U. S. A., 109th F. A., Headquarters Co., 28th Div.; wounded in action (France); died September 6th, 1918.*

McCLURE, HUNTER. *1st Lt., Engrs., U. S. A., Co. N, 21st Engrs.; died in service (France), September 26th, 1918.*

MURRAY, JAMES POWELL. *Capt., Engrs., U. S. A.; died in service (Austin, Tex.), September 28th, 1918.*

REILLY, CHARLES GILBERT. *Capt., U. S. A., Co. D, 313th Inf.; killed in action (France), October 1st, 1918.*

DEAN, STANLEY. *Capt., Q. M. C., U. S. A.; died in service (Camp Humphreys, Va.), October 2d, 1918.*

REAM, WARD HALL. *1st Lt., Engrs., U. S. A., Co. C, 305th Engrs.; killed in action (France), October 4th, 1918.*

FISKE, HAROLD LASELLE. *1st Lt., Co. C, 305th Machine Gun Bn., 77th Div.; killed in action (France), October 6th, 1918.*

PECK, MYRON HALL. *Capt., Engrs., U. S. A., 2d Engrs.; killed in action (France), October 9th, 1918.*

CHRISTOPHERS, REGINALD GILLON. *2d Lt., 34th Reinforcements, New Zealand Expeditionary Forces; wounded in action (France); died October 13th, 1918.*

HONEYMAN, BRUCE RITCHIE. *Capt., Engrs., U. S. A., Co. A, 313th Engrs.; died in service (France), October 15th, 1918.*

MARRIAN, RALPH RICHARDSON. *2d Lt., U. S. A., Co. B, 105th Engrs.; killed in action (France), October 17th, 1918.*

MILLS, ADELBERT PHILO. *Capt., Engrs., U. S. A.; died in service (France), October 20th, 1918.*

JONES, GRANDVILLÉ REYNARD. *Capt., Sanitary Corps, U. S. A.; died in service (Camp Benning, Ga.), December 22d, 1918.*

BELL, VICTOR HUGO. *M. S. E., Meteorological Detachment, Signal Corps, U. S. A.; died in service (Arcadia, Cal.), January 6th, 1919.*

SLIFER, HIRAM JOSEPH. *Lt.-Col., U. S. A., 21st Engrs. (Light Ry.); died in service (France), February 3d, 1919.*

HAZLEHURST, JAMES NISBET. *Maj., Engrs., U. S. A.; died in service (France), February 9th, 1919.*

HALCOMBE, NORMAN MARSHALL. *Capt., Royal Flying Corps (British); died in service (Port Said, Egypt), February 12th, 1919.*

OSTRUP, JOHN CHRISTIAN. *Maj., Engrs., U. S. A.; died in service (New York City), February 27th, 1919.*

SERVICE RECORD

ABBOT, FREDERIC VAUGHAN
Entered service June 19, 1875; through all grades in C. of E., U. S. A., to Brig. Gen., Aug. 5, 1917. Retired from active service May 10, 1920. In command engr. replacement and special troop training camps near Washington, D. C.; Prin. Asst. to Chf. of Engrs., U. S. A.; Acting Chf. of Engrs. for five months. Organized over 225 000 engr. troops.

ABBOT, FREDERICK WILLIAM
Entered service as Pvt., British Army, Sept., 1914; 2d Lt., May, 1916; Lt. Col., Sept., 1917. Discharged Apr. 15, 1919. Member, Anglo-Russian Sub-Comm. in U. S.; Deputy-Director, Insp. Dept., Ministry of Munitions, serving in U. S.

ACHER, ALBERT HILANDS
Entered service June 15, 1905; through all grades in C. of E., U. S. A., to Col., Aug. 1918. Resigned Nov. 6, 1919. Overseas service Apr. 30, 1918–June 29, 1919. With 4th Engrs.; Chf. Engr., 4th Div.; Col., 102d Engrs.; Chf. Engr., 27th Div.; with U. S. Peace Comm. on evaluation of war damages. Distinguished Service Medal. Five stars.

ACKER, ROBERT LOUIS
Entered service Feb. 6, 1918, as Pvt., F. A.; Cpl., F. A., Apr. 15, 1918: 2d Lt., F. A., Mar. 31, 1919. Discharged May 2, 1919. Overseas service Apr. 23, 1918–Apr. 29, 1919. With 76th F. A., 3d Div., and 91st Div. Hdqrs. Four stars.

ACKERMAN, ALEXANDER SEYMOUR
Entered service May 8, 1917; 1st Lt., E. O. R. C., Feb. 14, 1917; Capt., Engr. R. C., Jan. 25, 1918. Discharged Aug. 9, 1919. Overseas service June 20, 1918–July 16, 1919. Constr. Div., Camps and Terminals; with Sec. Engr., Base Sec. No. 1, A. E. F.; Co. Comdr., 137th Engrs.; Acting Sec. Engr., Base Sec. No. 1, A. E. F.

ACKERMAN, ARTHUR POPE
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 23, 1917. Discharged Feb. 12, 1919. Overseas service July 10, 1918–Jan. 22, 1919. With 517th Engrs. in forestry work in Haute-Marne. In command saw-mill camps in advance zone, forestry troops, 1st Army, A. E. F.

ADAMS, ARTHUR
Entered service Feb. 1, 1918; Maj., Ord. Insp. Div., Jan. 1, 1918; Lt. Col., Ord. Insp. Div., Oct. 1. 1918. Discharged Aug. 8, 1919. Administration Officer, Insp. Div., Washington; Insp. Mgr., New York Ord. Office; Secy., New York Dist. Ord. Claims Board.

ADAMS, EDWARD MAGUIRE
Maj., Engrs., U. S. A.*

ADAMS, MILTON JEWELL
Entered service May 14, 1917; Capt., E. O. R. C., July 3, 1917. Discharged May 30, 1919. Overseas service Aug. 21, 1918–May 3, 1919. Co. Comdr., 114th Engrs.

ADAMS, RAYMOND EDMOND
Entered service May 24, 1917; Capt., Q. M. C., U. S. A., Feb. 23, 1917. Discharged Feb. 5, 1919. In chg. constr. and repair, Dept. Q. M., Southeastern Dept.

ADAMS, WALTER FRANCIS
Entered service Sept. 27, 1917, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., Nov. 1, 1917; Sgt., Engrs., N. A., Feb. 20, 1918. Discharged June 27, 1919. Overseas service Mar. 30, 1918–June 16, 1919. With 23d Engrs. in railroad work in Advance Sec. and in road work with the 1st Army. Two stars.

ADAMS, WILLIAM HENRY
Entered service Aug. 8, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Apr. 16, 1919. Throughout service on staff of Chf. of Constr. Div. as Sec. Engr., Sec. E, Bldg. Branch, Constr. Div.

ALBERT, FREDERICK WILHELM
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917; Maj., E. O. R. C., Dec. 11, 1917; Lt. Col., N. A., May 17, 1918. Overseas service June 30, 1918–June 27, 1919. Camps Gordon and Devens in organization and preparation of engr. units for active service; with Sec. Engr., Base Sec. No. 5, A. E. F., in debarkation camp construction and installations; with Sec. Engr., Base Sec. Nos. 1 and 9; with Training Sec., Office of Chf. of Engrs., and with Congressional Comm. on reclassification of salaries. Diploma for meritorious service. Merite Agricole.

ALDEN, HERBERT CLARENDEN
1st Lt., C. A. C., U. S. A.*

ALDEN, LANGFORD TAYLOR
Entered French Army in 1916. Conducteur, Service de Santé; Sgt. in ambulance service; Cannonier, Brigadier, Aspirant, Sous-Lt.; in Foreign Legion, Oct., 1917; 32d R. A. C. (F. A.); 51st R. A. C. Discharged July 6, 1919. Overseas service 1916–June, 1919. With S. S. A. served at Chemin des Dames, Verdun, Champagne, Woevre, etc.; with R. A. C. at Chemin des Dames, Verdun, Champagne, Ardennes, Vosges, etc. Croix de Guerre with two citations. Twenty-one stars (French.)

ALDERMAN, ERNEST SAMUEL
Entered service Sept. 12, 1918, as 2d Lt., Q. M. C., Constr. Div., U. S. A. Discharged Apr. 9, 1919. Officer in chg. roads and grounds, Camp Travis.

ALEXANDER, KAY
After enlistment in 239th Overseas Ry. Constr. Corps, Canada, was appointed to commissioned rank Sept. 12, 1916. Discharged as Maj., Canadian Ry. Troops, Mar. 19, 1919. Served in Canada, England, and France with 239th Overseas Ry. Constr. Corps; 3d and 12th Bns., Canadian Ry. Troops; constr. and maintenance of light rys. along British front from Ypres to Amiens. Officer of the Order of the British Empire.

ALLEN, FRANKLIN REA
Entered service Aug. 25, 1917; Capt., Engrs., N. A., Aug. 1, 1917. Discharged July 17, 1919. Overseas service Aug. 25, 1918–June 20, 1919. Ft. Leavenworth; Instr., Camp Lee; with 603d Engrs. One star.

ALLEN, HERSCHEL HEATHCOTE
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 23, 1917. Capt., Engr. R. C., Dec. 11, 1917. Discharged Jan. 17, 1919. Instr., E. O. T. S.; Bn. Adj., 214th Engrs.

ALLEN, RALPH BENJAMIN
Entered service May 12, 1917; 1st Lt., Engrs., N. A., Aug. 15, 1917. Discharged June 2, 1919. Overseas service Oct. 31, 1917–May 12, 1919. With 25th Engrs.

ALLEN, RAYMOND CLEAVELAND
Entered service Aug. 24, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Asst. to Constr. Q. M., and Utilities Officer, Boston Army Base; Constr. Q. M., Coast Defense, Boston.

ALLEN, WALTER HENRY
Maj., Engrs., U. S. A.*

ALLEN, WALTER HINDS
Entered service June 27, 1903; through all grades in C. E. C., U. S. N., to Comdr., July, 1918. Asst. Public Yorks Officer, and Public Works Officer, Navy Yard, New York; Public Works Officer, Great Lakes Naval Training Station.

ALLISON, LEONIDAS METCALFE
Entered service Apr. 26, 1918; 2d Lt., Inf., U. S. A., Aug. 26, 1918. Discharged Dec. 2, 1918. 2d Inf. Replacement Regt., Camp Gordon; M. T. C., Camp Johnson.

ALLISON, WILLIAM FRANKLIN
Maj., Engrs., U. S. A., A. E. F.*

ALTMAN, FRANK STORK
Entered service May 8, 1917, as 2d Lt., E. O. R. C.; 1st Lt. Engr. R. C., Jan. 1, 1918; Capt., Engrs., N. A., Sept. 8, 1918. Discharged Aug. 5, 1919. Overseas service Mar. 30, 1918–July 9, 1919. C. O., Motor Reception Park, Havre, France; C. O., 2d Provisional Water Train, St. Mihiel offensive; C. O., 1st Provisional Gasoline Train, Meuse-Argonne offensive. Two stars.

ALTSTAETTER, FREDERICK WILLIAM
Entered service June, 1893; Lt. Col., C. of E., U. S. A., at beginning of war; temporary Col., Engrs. In chg. Engr. Dist., H. Q. at Grand Rapids and Detroit; river and harbor work.

ALVEY, JAMES PERRIE, JR.
Entered service Mar. 20, 1918, as 1st Lt., Q. M. C., Constr. Div., N. A.; Capt., Engrs., U. S. A., May 16, 1919. Discharged July 1, 1919. Overseas service July 12, 1918–June 26, 1919. 157th Depot Brig., Camp Gordon; C. O., Timber Service Project No. 19, A. E. F.; Deputy and Sec. Engr., Base Sec. No. 4, A. E. F. One star.

ANDERS, FRANK LA FAYETTE
Entered service Sept. 11, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Oct. 21, 1919. Asst. to Officer in Chg. Utilities, Camp Dodge; Officer in Chg. Utilities, Gen. Hosp. No. 28.

ANDERSEN, CHRISTIAN
Entered service Aug. 9, 1918, as Capt., Ord. Dept., U. S. A. Discharged Jan. 15, 1919. In Eng. Div., Washington, D. C.

ANDERSON, CHARLES LOUIS BATES
Lt. Comdr., C. E. C., U. S. N. R. F.*

ANDERSON, JOHN EDWARD
Entered service Jan. 5, 1915, as 2d Lt., Royal Engrs., Great Britain; Lt., Royal Engrs., Sept., 1915; Capt., Royal Engrs., Sept. 1917; Maj., Royal Engrs., Oct. 1, 1918. Overseas service Sept. 10, 1914, to date. 11th Co. (Field), 2d Div., B. E. F.; Adj., 33d Div. Engrs.; C. O., 212th Co. (Field), Royal Engrs.; Dist. Engr., Railways, Baghdad, Mesopotamia. Mentioned in Sir John French's and Sir Douglas Haig's despatches; Military Cross and Bar; Croix de Guerre, with Palm.

ANDERSON, JOHN HENNING
Entered service July 20, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs., N. A., Dec. 10, 1917. Discharged Jan. 17, 1919. Regtl. Adj., 212th Engrs.

ANDERSON, WALTER SEIGFREID
Entered service Jan. 28, 1918, as Cadet, School of Military Aeronautics, Ohio State Univ. Discharged Dec. 16, 1918. School of Fire, A. S., Fort Sill, Okla.

ANDERSON, WILLIAM POPE
Entered service Sept. 26, 1917; Capt., Engrs., N. A., July 30, 1917. Discharged Apr. 11, 1919. Overseas service Jan. 26, 1918–Feb. 6, 1919. In training with 112th Engrs.; with G-1, G. S., A. E. F.; Financial Engr. Officer, Base Sec. No. 3, S. O. S., A. E. F.

ANDREW, CLARENCE RAYMOND
Entered service Sept. 26, 1917; Capt., Engrs., N. A., Aug. 1, 1917. Discharged July 30, 1919. Overseas service June 15, 1918–June 9, 1919. Co. Comdr., 32d Engrs., in chg. ry. ballast work, St. Sulpice, France; C. O., troops in dock construction, Talmont, France.

ANDREWS, CARL BOWERS
Entered service June 15, 1918; Capt., Engrs., N. A., July 31, 1917. Discharged Dec. 28, 1918. Camps Lee, Fremont, and Humphreys as student and Instr.

ANDREWS, JAMES HENRY MILLAR
Entered service July 15, 1917, as Maj., Engrs., N. A.; Maj., Ord. Dept., N. A., Feb. 6, 1918; Lt. Col., Ord. Dept., U. S. A., Oct. 5, 1918. Discharged Oct. 16, 1919. Bn. Comdr., 103d Engrs.; detached service, Office Chf. of Ord., Washington, D. C.; C. O., Raritan Arsenal.

ANGWIN, HENRY RAYMOND
Entered service July, 1918, as Pvt., 1st Engr. Replacement Regt. Discharged Nov., 1918. Student, E. O. T. S.

APPLEGARTH, GAULT
Entered service May 12, 1917, as Pvt., E. O. R. C.; 2d Lt., E. O. R. C., July 10, 1917; 1st Lt., E. O. R. C., Aug. 15, 1917; Capt. Engr. R. C., Dec. 1, 1917. Overseas service Mar. 29, 1918–June 12, 1919. Discharged July 10, 1919. With 23d Engrs., road building, Meuse-Argonne and St. Mihiel offensives. Two stars.

ARAKAWA, FUTOSHI
Entered service June 1, 1918. Discharged July 23, 1919. With 2d Inf.

ARDERY, EDWARD DAHL
Entered service June 16, 1902; through all grades in C. of E., U. S. A., to Maj., May 15, 1917; Lt. Col., Aug. 5, 1917; Col., Engrs., N. A., June 19, 1918. Overseas service Oct. 3, 1917–Sept. 19, 1918. Returned to permanent rank as Maj., C. of E., U. S. A., Mar. 15, 1920. Asst. to Chf., C. W. S., A. E. F.; Chf. Gas Officer, 2d Corps; Chf. Gas Officer, 1st Army; in chg. organization of engr. troops, Camp Forrest; Office, Chf. of Engrs., Washington, D. C. One star.

ARMITAGE, GEORGE WASHINGTON
Entered service Oct. 26, 1917; Capt., Q. M. C., N. A., Oct. 3, 1917; Maj., Q. M. C., Constr. Div., U. S. A., Oct. 1, 1918. Asst. to Dept. Q. M., Hawaiian Dept.; in chg. constr. and repair, Port of Embarkation, New York.

ARMS, LEO MURRY
Entered service Sept. 25, 1917; 2d Lt., Engrs., N. A., Aug. 8, 1917; 1st Lt., Engrs., N. A., July 30, 1918. Overseas service Feb. 1, 1918–Aug. 20, 1918. Discharged Nov. 30, 1918. With 308th Engrs., Camp Sherman; engr. replacement depot, France; 2d Engrs.; 4th, 7th and 8th Engr. Training Regts., Camp Humphreys; 97th Engrs.

ARMSTRONG, CHARLES JOHNSTONE
Entered service June 27, 1893; Lt. Col., Canadian Engrs., Sept. 3, 1914; Brig. Gen., Canadian Engrs., Sept. 13, 1915. Overseas service Sept. 22, 1914–June 28, 1919. Chf. Engr., Canadian Army Corps; Commanding Canadian Engrs., 1st Canadian Div.; Acting Gen. Officer commanding Dist. No. 4, Montreal; Chf. Engr., Cavalry Corps, British Army; Chf. Engr., 7th British Corps. Companion of the Order of St. Michael and St. George;

Companion of the Order of the Bath; Grand Officer, Military Order of Avis, Portugal; Commander of the Order of the Crown, Belgium; mentioned four times in despatches.

ARMSTRONG, HARRY ARTHUR
Entered service July 2, 1918, as Pvt., E. O. T. C., Camp Humphreys; 2d Lt., Engrs., U. S. A., Nov. 15, 1918. Discharged Dec. 11, 1918. With 149th Engrs.

ARMSTRONG, MERWIN
Entered service May 8, 1917; Capt., E. O. R. C., June 17, 1917. Overseas service May, 1918–Feb. 17, 1919. Discharged Feb. 19, 1919. 105th Engrs.; Acting Stores Officer, Engr. Supplies, 30th Div., with British 2d Army in Belgium; with British 4th Army on Somme. Two stars. Wounded Sept. 29, 1918, at Bellicourt.

ARMSTRONG, ROGER WELLINGTON
Capt., Q. M. C., U. S. A.*

ARN, WILLIAM GODFREY
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., Mar. 1918; Lt. Col., Engrs., U. S. A., Apr., 1919. Overseas service July 21, 1917–Apr. 28, 1919. Discharged June 1, 1919. With 13th Engrs., in chg. of M. of W. and structures, Verdun Sector. Diploma from Gen. Pershing for meritorious service. Three stars.

ARNOLD, BION JOSEPH
Entered service Jan. 23, 1917, as Maj., E. O. R. C.; Lt. Col., Sig. C., A. S., U. S. A., Dec. 14, 1917. Discharged Feb. 16, 1919. Active in formulating Officers Reserve Corps Act; in command development of aerial torpedo; consultant for U. S. Shipping Board, Port Facilities Commission, Washington, D. C.

ASHKINS, NATHAN THOMAS
Entered service Apr. 7, 1917, as 2d Lt., E. O. R. C.; 1st Lt., Tank C. Overseas service Apr. 15, 1917–Mar. 21, 1919. Discharged Apr. 26, 1919. With French Army in Aisne and Champagne offensives; with Director Gen., Transportation, A. E. F.; 306th Tank Bn.

ASHLEY, CARL
Entered service Aug. 11, 1917; Capt., Engrs., N. A., July 29, 1917; Maj., T. C., Oct. 31, 1918. Overseas service Aug. 18, 1917-Oct. 20, 1919. Discharged Oct. 31, 1919. With Engr. of Constr., T. C.; in chg. inland water transport at Paris.

ASHMEAD, PERCY HERBERT †
Maj., Engrs., U. S. A.*

ASHTON, RAYMOND
Entered service Oct. 31, 1917, as Pvt., 1st Class, Sig. R. C.; 2d Lt., A. S., U. S. A., May 15, 1918. Overseas service July 7, 1918–Jan. 8, 1919. Discharged Jan. 20, 1919. Engr. Officer at aviation training stations in France; Instr., Aerial Navigation, St. Maixent, France.

ASHWORTH, FRANK KARR
1st Lt., Engrs., U. S. A.*

ASPLUNDH, EDWIN THEODORE
Entered service May 3, 1917; 1st Lt., E. O. R. C., June 11, 1917; Capt., E. O. R. C., Aug. 4, 1917. Overseas service May 28, 1918–Apr. 25, 1919. Discharged Apr. 28, 1919. Supply Officer and Co. Comdr., 103d Engrs.

ASSERSON, HENRY RAYMOND
Entered service Sept. 29, 1917; Maj., E. O. R. C., June 24, 1917. Overseas service Oct. 9, 1917–Feb. 17, 1919. Discharged Feb. 20, 1919. On staff, Chf. Engr., Line of Communications, A. E. F.; in chg. constr. work, and Engr. Disbursing Officer, Gievres, France.

ATTERBURY, WILLIAM WALLACE
Entered service Sept. 14, 1917; Brig. Gen., T. C., Oct. 4, 1917. Overseas service Sept. 14, 1917–May 31, 1919. Discharged June 1, 1919. Director Gen. of Transportation, A. E. F., throughout service. Distinguished Service Medal; Commandeur, Legion d'Honneur; Companion of the Order of the Bath; Commander of the Order of the Crown, Belgium.

ATWOOD, WILLIAM GREENE
Entered service June 11, 1917, as Maj., E. O. R. C.; Lt. Col., Engr. R. C., Feb. 25, 1918; Col., Engrs., U. S. A., Feb. 26, 1919. Overseas service July 28, 1917–Sept. 27, 1919. Discharged Aug. 18, 1919. Asst. to Sec. Engr., and Sec. Engr., Base Sec. No. 1, A. E. F.; Head of Transportation Dept. for Herbert C. Hoover. Diploma for meritorious service from G. H. Q., A. E. F.; Officier, Legion d'Honneur; Gr. II, Order of St. Sava, Serbia. One star.

AUSTILL, HURIEOSCO
Entered service Sept. 2, 1917; Capt., E. O. R. C., May 23, 1917; Maj., Engrs., N. A., July 30, 1918. Overseas service Nov., 1917–Sept., 1918. Discharged Dec. 13, 1918. Co. Comdr., 501st Engrs.; in chg. constr., Ord. Base Depot, France.

AUSTIN, HERBERT ASHFORD ROBERTSON
Entered service June 15, 1918; 1st Lt., Engrs., N. A., Sept. 4, 1917. Discharged Dec. 17, 1918. 3d and 9th Engr. Training Regts.

AYRES, JOHN HENRY
Entered service Mar. 16, 1918, as Capt., Engrs., N. A. Overseas service May 10, 1918–Jan. 13, 1919. Discharged Jan. 23, 1919. With 42d Engrs.

† Died Nov. 11, 1919.

AYRES, QUINCY CLAUDE
Entered service May 8, 1917; 2d Lt., E. O. R. C., Feb. 4, 1917; 1st Lt., Engrs., U. S. A., May 8, 1919. Overseas service Dec. 3, 1917 June 9, 1919. Discharged June 30, 1919. Engr. Instr.; 1st, 2d, and 21st Engrs.

BABBITT, HAROLD EATON
Entered service May 15, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Nov. 24, 1917–Dec. 25, 1918. Discharged Jan. 10, 1919. Engr. Instr.; Office Sec. Engr., Advance Sec., S. O. S., A. E. F.

BAFFREY, CHARLES RAYMOND
Entered service Aug. 16, 1914, as 2d Lt., F. A., French Army; 1st Lt., F. A., Sept. 30, 1914; Capt., F. A., May 27, 1917. Discharged Mar. 1, 1919. With 22d F. A., 106th Regt. and 102d Regt., French Army. Regtl. and divisional citations. Chevalier, Legion d'Honneur. Wounded in neck with shrapnel.

BAILEY, LEWIS PENN
Entered service May 7, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service July 9, 1918–May 29, 1919. Discharged July 28, 1919. Co. Comdr., 304th Engrs.; Regtl. Personnel Adj.; Bn. Adj.

BAILHACHE, JOHN GOODIN
2d Lt., Engrs., U. S. A.*

BAKENHUS, REUBEN EDWIN
Entered service Feb. 27, 1901; Comdr., C. E. C., U. S. N., July 1, 1917; Capt., C. E. C., U. S. N., Mar. 24, 1919. Project Mgr., Bureau of Yards and Docks, Navy Armor and Projectile Plants; Asst. Mgr., and Mgr., Ship Yard Plants, Emergency Fleet Corp.; Asst. Chf., Bureau of Yards and Docks, Navy Dept., Washington, D. C. Navy Cross.

BAKER, GEORGE LIVINGSTON
Entered service May 20, 1918, as 1st Lt., Inf., U. S. Guards; Capt., U. S. Guards, July 20, 1918; Capt., Inf., U. S. A. Discharged Apr. 8, 1919. U. S. Guards, Ft. Niagara, N. Y.; Military Police, Camp Dix; 22d Inf., Ft. Jay, N. Y.

BAKER, HORACE SINGER
Entered service July 19, 1917, as Capt., Engrs., N. A.; Lt. Col. Engrs., N. A., Nov. 18, 1918; Col., Engrs., U. S. A., Sept. 3, 1918. Overseas service, July 18, 1918–May 30, 1919. Discharged July 7, 1919. Const. Q. M., Camp Bowie; with 111th Engrs. Two stars.

BAKER, SHIRLEY
Entered service Sept. 1, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Mar. 13, 1919. Overseas service Jan. 22, 1918–June 9, 1919. Discharged June 28, 1919. Co. Comdr., 23d Engrs.; Asst. Army Roads Officer, 1st Army, during St. Mihiel and Meuse-Argonne offensives. Two stars.

BALCH, WILLIAM HOYT
Maj., Engrs., U. S. A., A. E. F.*

BALDWIN, THOMAS ABBOTT
Entered service Mar. 30, 1918, as Lt., U. S. N.; Lt. Comdr., U. S. N., June 20, 1919. Overseas service June 10, 1918-Feb. 28, 1919. Released from active duty Aug. 1, 1919. In chg. erection of steel towers for radio station at Croix d'Huis, France.

BANDY, EDWARD LEE
1st Lt., Engrs., U. S. A.*

BARBER, CHARLES WIGHTMAN
1st Lt., Engrs., U. S. A., A. E. F.*

BARBER, JUSTIN FREDERIC
Entered service Nov. 27, 1917, as Pvt., Engrs., N. A.; Sgt., 1st Class, Engrs., N. A., Dec. 28, 1917. Overseas service Mar. 31, 1918–June 9, 1919. Discharged June 24, 1919. With 23d Engrs., road maintenance at Libourne, France, and in the Meuse-Argonne Sector. One star.

BARBER, NORMAN NATHANIEL
Entered service June 13, 1917, as 1st Lt., E. O. R. C.; Capt., Engrs., N. A., Feb. 26, 1918. Overseas service Aug. 1, 1917–May 4, 1919. Discharged May 12, 1919. With 16th and 302d Engrs., Meuse-Argonne offensive. Cited in divisional orders, 77th Div.; certificate from Gen. Pershing for gallantry in action. One star.

BARCLAY, ARTHUR JACKSON
1st. Lt., Engrs., U. S. A.*

BARNARD, ARCHER FORTESCUE
Entered service Aug. 29, 1918, as 1st Lt., Engrs., U. S. A. Discharged April 16, 1919. In office of Director Gen. of Military Rys., under Chf. of Engrs., U. S. A.

BARNEY, SAMUEL EBEN
Entered service Aug. 8, 1917, as Maj., Engrs., N. A. Released from active service Sept. 10, 1917. Instr. in Eng. Sec. of the R. O. T. C. at Yale Univ.

BARRY, EDMUND JOSEPH
Entered service Feb. 14, 1918, as Maj., Engrs., N. A. Const. Q. M., Bag Loading Plant at Tullytown, Pa.; Mexican Border Project; in chg. survey and purchase, Camp Dix; Const. Q. M. and Utilities Officer, Ft. Leavenworth.

BARSTOW, EUGENE DUSTON
Entered service Jan. 5, 1918; 1st Lt., Engrs., N. A., Sept. 16, 1917. Discharged Feb. 16, 1918.

BARTHOLOMEW, BRADLEY WHITE
Entered service May 6, 1917; 2d Lt., E. O. R. C., June 23, 1917; 1st Lt., Engr. R. C., May 28, 1918. Overseas service July 14, 1918–June 13, 1919. Discharged July 7, 1920. With 301st Engrs.; Toul Sector and Army of Occupation. One star.

BASCOM, GEORGE ROCKWELL
Entered service Jan. 8, 1918; Maj., San. C., U. S. A. Discharged Mar. 12, 1920. Camp San. Engr., Camp Pike; special san. engr. work in about 20 camps; in chg. San. Eng. Sec.

BASS, FRED THOMSON
Entered service Dec. 21, 1917, as Capt., Engrs., N. A. Overseas service June, 1918–June, 1919. Regtl. Adj., 32d Engrs.; Aide to Maj. Gen. George Bell, Jr.

BASSETT, HERBERT HOWARD
Entered service Feb. 25, 1918; Maj., Engrs., N. A., Feb. 22, 1918. Discharged Sept. 10, 1919. Asst. to Officer in Chg. Cantonment Div. (later Chf. of Constr. Div.); Const. Q. M., Emergency Fleet Housing Project; Asst. Const. Q. M., and Const. Q. M., Gen. Hosp. No. 35.

BATTIE, HERBERT SCANDLIN
Entered service Sept. 25, 1917; 1st Lt., Engrs., N. A., Dec. 10, 1917. Discharged Jan. 22, 1919. With 23d and 305th Engrs.; 3d Training Regt., misc. camp constr., Camp Humphreys; 213th and 212th Engrs., Camp Forrest.

BAVER, WALTER SAMUEL.
Entered service Oct. 24, 1918, as 1st Lt., San. C., U. S. A. Camp San. Engr., Call Field, Wichita Falls, Tex., Aberdeen Proving Grounds, Md., and Camps Humphreys, Upton, and Benning; Camp San. Insp. and Med. Property Officer, Army Balloon School, Ft. Omaha, Nebr.

BAXTER, ORA GROVER
Entered service Sept. 17, 1917, as Capt., Engrs., N. A. Overseas service June 30, 1918–May 23, 1919. Discharged June 7, 1919. Co. Comdr. 601st Engrs.; Chf. Instr., Army Engr. School, A. E. F. Topographic Officer, 108th Engrs.

BAYLISS, PAUL
Entered service Sept. 25, 1917; 2d Lt., Engrs., N. A., Aug. 21, 1917. Discharged Feb. 2, 1919. With 8th Engrs.

BEACH, LANSING HOSKINS
Entered service July 1, 1878; through all grades in C. of E., U. S. A., to Maj. Gen. and Chf. of Engrs., Jan. 9, 1920.

BEALE, ALLAN SOUTHER
Entered service Dec. 12, 1917, as 1st Lt., A. S., N. A. Discharged Dec. 12, 1918. Graduated from ground school; qualified as pursuit pilot.

BEALL, PENDLETON
Entered service June 11, 1917, as Pvt., Inf., N. Y. N. G.; Cpl., Inf., Apr. 18, 1918; Sgt., Inf., July 15, 1918. Overseas service Oct. 28, 1917–Feb. 17, 1919. Discharged Mar. 5, 1919. With 165th Inf. at Luneville, Baccarat, Chasseurs, Champagne, Chateau Thierry, St. Mihiel, France. Wounded once.

BEAM, CARL EUGENE
Entered service Oct. 4, 1917; 2d Lt., Engrs., N. A., June 17, 1918; 1st Lt., Engrs., U. S. A., June 28, 1919. Overseas service Sept. 20, 1918–July 23, 1919. Discharged Aug. 5, 1919. With 3d Engr. Training Regt., 541st Engrs.; Bn. Personnel and Supply Officer; Bn. Adj., with Sec. Engr., Base Sec. No. 1, A. E. F.

BEAN, PAUL JONES †
Civ. Engr., U. S. N.*

BEARD, ROBERT STANLEY
Entered service Oct. 23, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Asst. Superv. Const. Q. M. on four ord. projects; Utilities Officer, Camp Lee.

BEBB, EDWARD CROSBY
Capt., Engrs., U. S. A.*

BECK, EDWARD ADAM
Entered service Sept 10, 1918, as Capt., San. C., U. S. A. Discharged Dec. 20, 1918. Camp San. Engr., Camp Shelby.

BEE, CHARLES EVERETT
1st Lt., Engrs., U. S. A.*

BEEBE, JAMES WILBUR
Entered service Oct., 1918, as Capt., Engrs., U. S. A. Discharged Sept., 1919. Educational service, Physical Reconstruction Div., Surgeon General's Office.

BEEMAN, THOMAS RUPE
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Nov. 2, 1917–Aug. 20, 1919. Discharged Sept. 3, 1919. With Director Gen. of Transportation, A. E. F., in Dept. of Light Rys. and Roads; with Chf. of Road Service, 2d French Army;

† Died Jan. 25, 1919.

Roads Officer under Chf. Engr., 1st Army, during Champagne-Marne and Aisne-Marne operations; 5th Army Corps Roads Officer at St. Mihiel; Insp. of Rys. and Roads, 1st Army Area, and 3d Army, A. E. F.; on Engr. Research Comm. Four stars.

BEEMER, JOHN ARTHUR
Capt., Engrs., U. S. A.*

BEERBOWER, DUMONT
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 19, 1917; Capt., Engr. R. C., May 22, 1918. Discharged Dec. 4, 1918. Instr., E. O. T. S.; Co. Comdr. with various units.

BEGG, ROBERT BURNS HALDANE
Entered service May 8, 1917; Capt., E. O. R. C., Feb., 1917. Overseas service Oct. 3, 1917–Mar. 6, 1919. Discharged Mar. 27, 1919. In office of Sec. Engr. and officer in chg. water supply and sewerage, Base Sec. 3, A. E. F., London.

BEHRMAN, ISADORE ELLIS
Entered service May 8, 1917, as Pvt., E. O. R. C.; 1st Lt., E. O. R. C., June 25, 1917; Capt., Engrs., U. S. A., Sept. 7, 1918; Maj., Engrs., U. S. A., Mar. 11, 1919. Overseas service Sept. 15, 1917–Oct. 1, 1919. Discharged Oct. 27, 1919. Pvt. at Ft. Myer; with 303d Engrs.; Advance Sec., A. E. F.

BELL, GEORGE EDWARD
Entered service Feb. 7, 1917, as Lt., Canadian Engrs.; Capt., Canadian Engrs., Jan. 1, 1918. Overseas service Feb. 7, 1917–Apr. 5, 1919. Discharged Apr. 5, 1919. British War Office and Air Ministry; Resident Engr. on airdrome constr., England.

BELL, HARRY WALTON
Entered service May, 1918, as Capt., E. O. R. C. Overseas service Sept., 1918–July, 1919. Discharged July 2, 1919. With 22d Engrs. in light ry. work in Toul Sector. One star.

BELLINGER, LYLE FREDERICK
Entered service Jan. 12, 1901, as Lt., Jr. Grade, C. E. C., U. S. N.; Lt., Apr., 1906, and Lt. Comdr., Jan., 1911. Philippine service; Navy Yards at Portsmouth, N. H., Newport, R. I., Brooklyn, Philadelphia, New Orleans, Bremerton, Wash., and Cavite, P. I.

BELZNER, THEODORE
Entered service May 8, 1917; 1st Lt., E. O. R. C., Feb. 19, 1917. Discharged Apr. 12, 1918.

BENHAM, CLAUDE GILBERT
Entered service Mar. 1, 1917, as 2d Lt., E. O. R. C.; 2d Lt., C. A. C., U. S. A., June 14, 1917; 1st Lt., C. A. C., June 14, 1917; Capt., C. A. C., Aug. 5, 1917. Overseas service Oct. 7, 1918, to date. Returned to permanent rank Mar. 16, 1920. Fort Comdr., Ft. Monroe; 4th Trench Mortar Bn., C. A. C., American Embarkation Center; Asst. Sec. Judge Advocate, St. Nazaire, France.

BENHAM, WEBSTER LANCE
Entered service Oct. 25, 1917, as Maj., Q. M. C.; N. A. Discharged Apr. 30, 1919. Officer in Chg. Utilities, and Const. Q. M., Camp Funston; Regional Supervising Utilities Officer in camps of Middle West.

BENNETT, JOHN WALTER FRINK
Entered service June 5, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Apr. 30, 1919. With Const. Q. M., Brooklyn Army Supply Base.

BENNISON, ERNEST WILLIAM
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 16, 1917; Capt., Engrs., U. S. A., May 9, 1919. Overseas service June 8, 1918–June 8, 1919. Discharged July 9, 1919. With 32d Engrs. on ry. and storage yard constr., St. Sulpice, France.

BENSEL, JOHN ANDERSON
Entered service May 16, 1917, as Maj., E. O. R. C. Discharged Jan. 3, 1919. On duty Norfolk, Va.; C. O., 125th Engr. Bn.

BENSON, ORVILLE
Entered service Oct. 12, 1917; Maj., E. O. R. C., June 23, 1917. Overseas service Oct. 27, 1917–Feb. 12, 1919. Discharged Oct. 7, 1919. With T. C.; Observer with 8th French Army, Toul Sector; with Director-Gen. of Transportation; Chf. Engr. Ry. Arty. Four stars.

BERDEAU, RAY WILLIAM
Entered service Sept. 5, 1917; 1st Lt., Engrs., N. A., Aug. 17, 1917; Capt., Engrs., N. A., Dec. 9, 1917. Discharged June 16, 1919. Asst. to Div. Engr., 82d Div.; Personnel Adj., 5th Training Regt., Camp Humphreys; Asst. to Div. Engr., 20th Div. Diploma from Chf. of Engrs. for efficient service.

BERGAN, THOMAS BERNARD
Entered service June 8, 1918; 2d Lt., Engr. Section, San. C., N. A., May 28, 1918; 1st Lt., San. C., U. S. A., Nov. 4, 1918. Discharged Dec. 6, 1918. In chg. sanitation, drainage, water supply and sewage disposal, Camp Gordon.

BESSEY, ROY FREDERIC
Entered service June 18, 1918, as 2d Lt., Engrs., N. A.; 1st Lt., Engrs., U. S. A., May 2, 1919. Overseas service June 30, 1919–Aug. 13, 1919. Discharged Aug. 22, 1919. With 57th and 126th Engrs. Diploma from G. H. Q., A. E. F., for meritorious service.

BEST, BYRON GRAY
Entered service Nov. 5, 1918, as Pvt., F. A., U. S. A. Discharged Dec. 6, 1918. With 15th Observation Battery.

BETTS, CLIFFORD AULL
Entered service Aug. 27, 1917; 1st Lt., C. A. C., N. A., Nov. 27, 1917; Capt., C. A. C., U. S. A., Sept. 21, 1918. Overseas service Sept. 10, 1917–Nov. 27, 1918. Discharged Dec. 10, 1918. With 44th Artillery; Army Heavy Artillery School, France; Provisional Howitzer Regt.; active duty at front seven months; in Champagne with French 4th Army; 1st and 2d American Armies in St. Mihiel and Woevre operations.

BICKEL, GEORGE ROBERT
Entered service Aug. 26, 1918, as Chf. Machinist's Mate, U. S. N. Released from active duty Feb. 21, 1919. With C. E. C., U. S. N., Bureau Yards and Docks. Navy Yard, Charleston, S. C.

BIDDLE, JOHN
Maj. Gen., Engrs., U. S. A.*

BILLINGS, ASA WHITE KENNEY
Entered service May 11, 1917; Lt., Sr. Grade, C. E. C., U. S. N. R. F., May 8, 1917; Lt. Comdr., Oct. 24, 1918; Comdr., July 16, 1919. Overseas service Nov. 3, 1917–Mar. 11, 1919. Released from active duty Mar. 11, 1919. Sr. Asst. to Public Works Officer, Brooklyn Navy Yard; Asst. Public Works Officer, Comdr., Naval Aviation Forces in Foreign Service; Public Works Officer, Aid for Aviation, U. S. Naval H. Q., London. Navy Cross; Legion d'Honneur.

BILLINGS, FRED MERRITT
Entered service Dec. 28, 1917; Capt., E. O. R. C., July, 1917. Discharged Aug. 6, 1919. With Constr. Div.; Const. Q. M. at Camp Kearny, Ft. Rosecrans, Camp Tecate, Camp Campo, and other California camps.

BINCKLEY, GEORGE SYDNEY
Entered service Aug. 20, 1917; Maj., E. O. R. C., Mar. 1, 1917. Overseas service July, 1918–July, 1919. Discharged Oct. 31, 1919. With 112th Engrs.; C. O., 519th Engrs., U. S. and France; Deputy Sec. Engr. and Sec. Engr., Base Sec. No. 4, A. E. F.

BINGER, WALTER DAVID
Entered service Jan. 5, 1918; 2d Lt., Aviation Sec., Sig. C., U. S. A., Jan. 16, 1919. Overseas service Feb. 8. 1918–Jan. 3, 1919. Discharged Jan. 8, 1919. Constr. Officer, 468th Aero Constr. Squadron in France; Asst. to Chf. Constr. Officer, 2d Aviation Instr. Center, also Acting Chf. Constr. Officer.

BIRDSEYE, CLAUDE HALE
Entered service June 18, 1917; Capt., E. O. R. C., Mar. 17, 1917; Maj., E. O. R. C., July 25, 1917; Lt. Col., C. A. C., U. S. A., Aug. 10, 1918. Overseas service Aug. 13, 1917–Jan. 22, 1919. Discharged June 23, 1919. 1st Brig., C. A. C.; Office, Chf. of Artillery, A. E. F., as topographic officer. Officier de l'Instruction Publique, Order of Univ. Palms. Four stars.

BISHOP, ROY PRENTICE
Entered service Sept. 2, 1917; 2d Lt., Engrs., N. A., July 30, 1917; 1st Lt., T. C., Feb. 14, 1919. Overseas service Jan. 29, 1918–May 11, 1919. Discharged May 24, 1919. With 35th Engrs., as Co. Comdr. and Personnel Officer.

BISSELL, CLINTON TALCOTT
Entered service Nov. 18, 1918; Capt., Q. M. C., Constr. Div., U. S. A., Nov. 9, 1918. Discharged Apr. 1, 1919. Asst. to Chf. of Constr. Div. in chg. fire protection at all army posts, camps, and cantonments.

BITHER, TOM ALLEN
Entered service Nov. 27, 1917, as 2d Lt., Sig. C., Aviation Sec.; 1st Lt., A. S., U. S. A., Aug. 21, 1918. Discharged Jan. 27, 1919. In training San Francisco, Rockwell Field, and March Field.

BIXBY, WILLIAM HERBERT
Entered service 1869. Returned to active duty May, 1917, after having been retired as Brig. Gen., C. of E., U. S. A. Released from active duty Apr. 1919. River and harbor duty at Kansas City, Kans., St. Louis, Mo., and Chicago, relieving younger officers for duty overseas.

BLACK, DUDLEY FRANK
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 5, 1917. Overseas service Apr. 29, 1918–Apr. 29, 1919. Discharged May 19, 1919. Temporary duty 108th Engrs., Camp Logan; Co. Comdr., 513th Engrs.; with Gen. McKinstry's Special Comm., American Comm. to Negotiate Peace.

BLACK, ERNEST BATEMAN
Entered service Dec. 1, 1917, as Capt., Aviation Sec., Sig. C., N. A.; Maj., A. S., U. S. A., Nov. 5, 1918. Discharged Dec. 16, 1918. Chf. Engr., War Credits Bd.; Engr., Sec. B, Constr. Div.

BLACK, GURDON GILMORE
Entered service May 15, 1917; Capt., E. O. R. C., July 5, 1917; Maj., Engr. R. C., June 12, 1918. Overseas service June 12, 1918–May 26, 1919. Discharged June 19, 1919. Capt. and Adj., 314th Engrs.; Bn. Comdr., 314th Engrs. Toul Sector, St. Mihiel, Euvezio Sector, Meuse-Argonne operations.

BLACK, JAMES BUCKLEY
Entered service May 15, 1917; 1st Lt., E. O. R. C., June 23, 1917; Capt., Engrs., N. A., Aug. 3, 1918. Overseas service Sept. 14, 1917–Jan. 3, 1919. Discharged Jan. 9, 1919. With 34th Engrs.; Office of Chf. Engr., A. E. F.

BLACK, RALPH PETERS
Entered service Jan. 2, 1918; 1st Lt., Engrs., N. A., Sept. 28, 1917. Overseas service June 15, 1918–June 9, 1919. Discharged July 3, 1919. With 32d Engrs. on camp constr., St. Sulpice, France.

BLACK, ROGER DERBY
Entered service July 25, 1900; through all grades in C. of E., U. S. A., to Maj., May, 1917; Lt. Col., Aug. 1917; Col., Feb. 1, 1918. Overseas service June, 1917–May, 1918. Resigned July 10, 1919. With 13th Engrs.; C. O., 116th Engrs.; War Plans Div., Gen. Staff. Ordre de l'Etoile Noire.

BLACK, WALTER GLEN
Entered service Sept. 16, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 2, 1918. Co. 7, E. O. T. S., Camp Humphreys.

BLACK, WILLIAM MURRAY
Entered service July 1, 1873; through all grades in C. of E., U. S. A., to Maj. Gen., Chf. of Engrs., Oct., 1917. Overseas service Feb. 22, 1918–Apr. 20, 1918. Retired from active service Oct. 31, 1919. Chf. of Engrs. throughout the war; Chairman, Waterways Comm. of Ry. Administration; Member, Military Committee, Research Council. Distinguished Service Medal.

BLACKMAN, JOHN WILLIAM BERNARD
Entered service Jan. 28, 1917, as Lt., Canadian Ry. Troops; Capt., Engrs., Imperial War Office, Dec., 1918. Overseas service Aug. 11, 1917–Apr. 5, 1919. Discharged Apr. 11, 1919. Special eng. duty; on Chf. Water Engrs. Staff in chg. forty water supplies in France and British Isles.

BLACKWELL, LINUS CRAMBLET
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Mar. 5, 1918. Overseas service July 7, 1918–Apr. 7, 1919. Discharged May 1, 1919. With 602d Engrs., in organization work and as Co. Comdr.; with 5th Army Corps during St. Mihiel and Meuse-Argonne offensives.

BLAIR, ALEXANDER
Entered service June 15, 1916, as Pvt., Inf., Canadian O. T. C.; 2d Lt., Royal Engrs., B. E. F., Mar. 17, 1917; 1st Lt., Royal Engrs., Sept. 17, 1918. Overseas service Oct. 15, 1916–Sept. 25, 1919. Discharged Sept. 27, 1919. With 211th Field Co.; Independent Air Force, B. E. F.; constr. camps and airdromes.

BLAIR, McCREA PARKER
Entered service Mar. 3, 1916, as Capt., Inf., C. E. F.; Maj., Inf., C. E. F., Dec. 3, 1916; Capt., Inf., C. E. F., Apr., 1917. Discharged Mar. 9, 1919. With 221st Bn.; Officer, 1st Class, Depot Bn., Manitoba Regt.

BLANCHARD, MURRAY
Entered service Sept. 2, 1917; Capt., Engrs., N. A., July 20, 1917; Maj., Engrs., N. A., Dec. 11, 1917. Overseas service Aug. 27, 1918–Jan. 5, 1919. Discharged Jan. 8, 1919. With 111th Engrs.; C. O., 520th Engrs. in U. S. and France; miscellaneous construction.

BLAUVELT, LOUIS DAVID
Entered service May 17, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Aug. 2, 1919. Asst. Const. Q. M., Edgewood Arsenal; Const. Officer, Western Cartridge Co., Alton, Ill.; Const. Officer, Ft. Bliss, Tex.

BLUCHER, CONRAD MEULY von
1st Lt., Engrs., U. S. A.*

BLY, EDWIN PRESCOTT
Pvt., Sig. C., U. S. A.*

BOES, FRANK CHARLES
Capt., Engrs., U. S. A.*

BOESCH, CLARENCE EDWIN
Entered service Sept. 13, 1916; Capt., Engrs., N. C. N. G., Aug. 3, 1916; Maj., Engrs., U. S. A., May 12, 1919. Overseas service May 27, 1918–May 31, 1919. Discharged June 21, 1919. Co. Comdr. and Regimental Adj., 105th Engrs.; Asst., G-1, and G-1, 89th Div. Two stars.

BOGGS, FRANK CRANSTOUN
Entered service June, 1894; through all grades in C. of E., U. S. A., to Lt. Col., May 15, 1917; Col., Aug. 5, 1917. Overseas service, June 12, 1918–Jan. 22, 1919. C. O., 315th Engrs.; in chg. engr. depots, A. E. F.; Engr. Purchasing Officer, A. E. F.; Gen. Staff. Officier, Legion d'Honneur.

BOLAND, CHARLES JOSEPH
Entered service Oct. 4, 1917, as 1st Lt., A. S., N. A. Overseas service Nov. 22, 1917–Jan. 3, 1919. Discharged Jan. 8, 1919. Const. aviation camps in Tours, France, and Garden City, N. Y.

BOLGER, EDWIN GIBSON
Pvt., A. S., U. S. A.*

BOLIN, HARRY WILLIAM
Entered service Oct. 12, 1917, as Pvt., Engrs., N. A.; Sgt., Engrs., N. A., Nov. 1, 1917. Overseas service, Mar. 29, 1918–May 10, 1919. Discharged May 15, 1919. With 23d Engrs.; graduate, Engr. School, Langres, France.

BOLTON, FRANK LEONARD
Entered service Sept. 25, 1917; Capt., E. O. R. C., Aug. 4, 1917. Discharged Apr. 2, 1919. With 20th Engrs.; Adj. at Camp Belvoir, Va.; Personnel Adj., Camp Humphreys; Asst. Personnel Adj., Camp Forrest.

BOND, PAUL STANLEY
Entered service June 13, 1900; through all grades in C. of E., U. S. A., to Col., Aug. 5, 1917. Overseas service Jan. 29, 1918–July 18, 1919. Div. Engr., 32d Div., 107th Engrs.; Commandant, Army Engr. and Gas Schools. Two stars.

BONNER, JOHN POLLOCK
Entered service Aug. 28, 1917; Capt., C. A. C., N. A., Nov. 27, 1917. Overseas service Dec. 11, 1917–Oct. 2, 1918. Discharged Dec. 20, 1918. C. O., 101st Trench Mortar Battery; C. O., 2d Trench Mortar Battery; Asst. Director, Trench Artillery, U. S. A. Four stars.

BOORMAN, KITCHELL MONCKTON
Entered service Sept. 15, 1917, as Sapper, Canadian Engrs.; 2d Lt., A. S., N. A., Feb. 7, 1918. Overseas service Mar. 4, 1918–Mar. 17, 1919. Discharged July 11, 1919. Constr. Officer, Air Service Depot, Romorantin, France, and with 26th Engrs. on water supply at front, 2d Army, A. E. F.

BOOTH, RAYMOND
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Feb. 14, 1918. Overseas service June 30, 1918–July 29, 1919. Discharged Aug. 19, 1919. With 54th Engrs. as Supply Officer; Ry. Transport Officer, Bordeaux, France.

BOOZ, HORACE COREY
Entered service Oct. 3, 1917, as Maj., Egrs., N. A.; Col., T. C., N. A., Oct. 29, 1917. Overseas service Oct. 9, 1917–Aug. 18, 1918. Discharged Sept. 14, 1918. Engr. of Constr. on staff Brig. Gen. Atterbury, Director Gen., Transportation, A. E. F., in chg. design of railroad facilities, piers, wharves, storage yards, etc. Officier, Legion d'Honneur; Diploma from Gen. Pershing for meritorious service.

BORCHERS, PERRY ELMER
Entered service Aug. 30, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 19, 1918. Camp Humphreys.

BORDEN, GUY
Entered service June 28, 1918, as Pvt., Engrs., N. A.; 2d Lt., Engrs., U. S. A., Oct. 25, 1918. Discharged Jan. 7, 1919. With 165th Depot Brigade; Engr. Replacement Troops.

BOSCHKE, GUY
Entered service July 14, 1917, as Capt., Engrs., N. A.; Maj., Engrs., U. S. A., Aug. 10, 1918. Overseas service July 24, 1917–Jan. 2, 1919. Discharged Jan. 10, 1919. Special duty in dock constr. and incidental installations, A. E. F.; in chg. constr. Bassens docks, Bordeaux, France; investigation and report on ammunition dumps, British front.

BOTT, CLARENCE NICHOLAS
Entered service May 8, 1917; 1st Lt., E. O. R. C., June 13, 1917; Capt., Engr. R. C., May 22, 1918. Overseas service Aug. 26, 1918–June 30, 1919. Discharged Aug. 2, 1919. With 312th and 533d Engrs.

BOULT, CHARLES NORTON
Entered service Feb. 1, 1917, as 2d Lt., Engrs., U. S. A. Overseas service June 10, 1917–Dec. 31, 1918. Discharged Dec. 31, 1918. With 2d Engrs. in Ypres salient and on the Somme.

BOWE, THOMAS FRANCIS
Entered service Aug. 7, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Apr. 1, 1919. Chf. of Engr's. Staff, Port of Embarkation, Newport News, Va.

BOWEN, CHARLES KENNARD
Entered service Sept. 23, 1918; Capt., Engrs., N. A., Mar. 23, 1918. Discharged Dec. 23, 1918. With 81st Engrs., Ft. Benjamin Harrison, Ind., organization and training of engr. troops.

BOWEN, EDWARD WITHERS
Entered service Aug. 25, 1917; Capt., Inf., U. S. A., Nov. 27, 1917; Maj., Inf., U. S. A., Sept. 14, 1918. Discharged Dec. 19, 1918.

BOWIE, WILLIAM
Entered service Aug. 17, 1918, as Maj., Engrs., U. S. A. Discharged Feb. 28, 1919. Div. of Mapping, Office of Chf. of Engrs.

BOWLBY, HENRY LEE
Entered service Sept. 13, 1917, as Capt., Engrs., N. A.; Maj., Engrs., N. A., Dec. 22, 1917; Lt. Col., Engrs., N. A., July 30, 1918. Overseas service May 22, 1918–Aug. 21, 1918. Discharged Jan. 13, 1919. Regtl. Adj. with 20th Engrs.; organization work with 41st, 42d and 43d Engrs.; C. O., 43d Engrs.; Field Officers' School, Langres, France; Dir., Emergency Bridge School, Camp Humphreys. One star.

BOWLES, JAMES TEN BROECK
Entered service Aug. 5, 1917, as Maj., San. C., N. A.; Lt. Col., San. C., Mar. 9, 1918 Overseas service Mar. 12, 1918–June 27, 1918. Discharged June 27, 1918. Surgeon Gen.'s Office, Water Supply Section, Washington, D. C.; with Chf. Engr., A. E. F., water supply service.

BOWNE, SIDNEY BREESE
Entered service Mar. 25, 1918, as 2d Lt., Public Health Service; 1st Lt., Public Health Service, Mar. 15, 1919. Discharged Apr. 1, 1919. San. Engr., Park Field, Tenn.

BOYD, GEORGE RAY
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 28, 1917. Overseas service Jan. 20, 1918–Feb. 22, 1919. Discharged Feb. 28, 1919. With 303d Engrs., Camp Dix; 116th Engrs., A. E. F.

BOYDEN, HARRY CHESTER
Entered service July 21, 1917; Capt., E. O. R. C., June 23, 1917; Maj., Engrs., N. A., Apr. 4, 1918. Discharged Oct. 31, 1919. Asst. to Dept. Engr., in chg. collection and compilation military information for progressive military map in Western Dept.; in chg. for whole U. S. of same work; Asst. and Acting Dept. Engr., Central Dept.; Instr. at Engr. School, Camp Humphreys.

BOYLE, JAMES MURRAY
Entered service Jan., 1918, as Maj., Ord. Eng., U. S. A. Released from active service Dec. 31, 1919. Originating, designing and superv. constr. and test of spherographic system, anti-aircraft fire control.

BRACE, JAMES HENRY
Entered service Sept. 11, 1918, as Maj., Engrs., N. A. Overseas service Oct. 4, 1918–Feb. 26, 1919. Discharged Feb. 28, 1919. With 22d Engrs. in light ry. work at front, attached to 12th Engrs. with 2d Army, A. E. F. Diploma from Gen. Pershing for meritorious service.

BRAGG, KENDALL BENJAMIN
Entered service June 15, 1917, as Lt., Jr. Grade, C. E. C., U. S. N.; Lt., C. E. C., U. S. N., Oct. 15, 1917. Naval Academy; Naval Air Station, Pensacola, Fla.; Bureau of Yards and Docks, Navy Dept., Washington, D. C.

BRALY, RAYMOND FIELDING
Entered service May 5, 1917, as 1st Lt., E. O. R. C. Discharged May 1, 1919. Engr. Depot Officer, Warehousing Officer, Camp Supply Office, Camp Shelby, Miss.

BRAUNWORTH, PERCY LEWIS
Entered service Sept. 1, 1917; Capt., E. O. R. C., June 23, 1917. Overseas service Oct. 28, 1917–Jan. 24, 1919. Discharged Jan. 28, 1919. Attached to Div. of Light Rys. and Roads, A. E. F.; Asst. Supt., and Supt. of Roads, Base Sec. No. 2, A. E. F.; with 135th Engrs.

BRECK, CHARLES RENWICK, JR.
Entered service Jan. 31, 1918, as Capt., T. C., N. A. Overseas service June 6, 1918–June 11, 1919. Discharged July 1, 1919. Special duty with T. C. at La Rochelle, Les Sables d'Olonne, Tours, and Le Mans, France.

BRES, EDWARD SEDLEY
Entered service May 15, 1917; 1st Lt., E. O. R. C., June 21, 1917; Capt., Engrs., N. A., July 31, 1918; Maj., Engrs., U. S. A., Aug. 9, 1919. Overseas service Aug. 22, 1918–Apr. 25, 1919. Discharged June 6, 1919. With 114th Engrs.; 1st Army Corps, A. E. F.

BREUCHAUD, JULES ROWLEY
Entered service Oct. 25, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Dec. 13, 1918.

BREWSTER, HENRY BAUM
Entered service May 12, 1917; Capt., E. O. R. C., June 16, 1917; Maj., Engrs., U. S. A., May 2, 1919. Overseas service June 24, 1918–June 9, 1919. Discharged June 12, 1919. Adj., 303d Engrs.; assisted in organization of 66th Engrs.; with 66th Engrs.; Peace Comm. in assessment of war damages in Roumania; special duties, Office, Chf. of Engrs. Diploma from Gen. Pershing for meritorious service.

BREYMANN, JOHN BERNARD, JR.
Entered service Dec. 19, 1917, as Pvt., C. A. C., N. A.; 2d Lt., C. A. C., N. A., Mar. 27, 1918. Discharged Jan. 7, 1919. Coast defenses, Puget Sound; 39th Heavy Artillery, Camps Upton and Grant.

BRIGGS, ROBERT WESLEY
Entered service Dec. 3, 1917; 2d Lt., Aviation Sec., Constr. Div., N. A., Nov. 18, 1917; 1st Lt., Engrs., N. A., Oct. 18, 1918. Overseas service Sept. 29, 1918–Mar. 7, 1919. Discharged Mar. 15, 1919. Constr., and training troops while in U. S.; with 467th Engrs. in France.

BRIGHT, GRAHAM BERNARD
Entered service May 8, 1917; Capt., Engrs., N. A., Aug. 15, 1917; Maj., Engrs., N. A., Feb. 7, 1918. Overseas service May 24, 1918–Sept. 3, 1919. Discharged Oct. 11, 1919. With 305th Engrs.; with 6th Engrs. in Army of Occupation; Graduate of Gen. Staff College, France. Three stars.

BRINKLEY, MILO HAMILTON
Entered service June 26, 1918, as Capt., Engrs., N. A. Discharged Sept. 30, 1919. Historical Data Section, Office, Chf. of Engrs.; Co. Comdr., 138th Engrs.

BROCKMAN, GEORGE FRED
Entered service Oct. 1, 1917, as 1st Lt., Engrs., N. A. With U. S. G. S., military mapping, Southeast States and training camps.

BRONSON, HOWARD FRANKLIN
Entered service Dec. 9, 1917; Capt., San C., N. A., Nov. 27, 1917. Discharged Aug. 14, 1919. Camp San. Engr., Camp Upton.

BROOK, ALEC EDWARD
Entered service Sept. 14, 1914, as Pvt., Inf., British Army; 2d Lt., Royal Engrs., Aug. 19, 1915; 1st Lt., Royal Engrs., June 1, 1916; Capt., Royal Engrs., Feb. 27, 1918; Maj. (temporary) Royal Engrs., June 19, 1918. Overseas service from enlistment to discharge (resides in England). Discharged Feb. 22, 1919. With 12th Bn. Inf., York and Lancaster Regt.; Territorial Force, Royal Engrs.; with light ry. units at front. Seven stars.

BROOKING, JOSEPH HUGH
Entered service June 18, 1917, as 1st Lt., E. O. R. C.; Capt., E. O. R. C., Mar. 30, 1918. Overseas service July 28, 1917–Apr. 27, 1919. Discharged May 16, 1919. Co. Comdr., 12th Engrs.; commanded light ry. unit attached to British Army; light ry. constr. in Vosges, and in chg. at St. Mihiel; with 2d Army, A. E. F., on Toul front. Nine stars.

BROOKS, JOSIAH RICHARDSON
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Aug. 30, 1917; Capt., Engrs., U. S. A., May 30, 1919. Overseas service June 29, 1918–July 14, 1919. Discharged July 23, 1919. With 28th and 130th Engrs.

BROWER, IRVING CLINTON
Entered service May 18, 1918, as Capt., Q. M. C., Constr. Div., N. A.; Maj., Q. M. C., Constr. Div., U. S. A., Nov. 1, 1918. Discharged May 15, 1920. Executive Officer, Utilities Dept.; in chg. wharves, roads, railroads, and drainage.

BROWN, ALFRED THOMAS
Entered service June, 1917, as Lt., E. O. R. C. Overseas service ———— to Jan. 22, 1919. Discharged Mar. 7, 1919. With Gen. Staff; with 1st and 3d Armies, A. E. F. Three stars. One wound.

BROWN, CHARLES EUGENE
Capt., Engrs., U. S. A.*

BROWN, CLARENCE COWGILL
Entered service May 8, 1917; 1st Lt., E. O. R. C., June 18, 1917; Capt., Engrs., U. S. A., Sept. 20, 1918. Overseas service Aug. 14, 1917–May 14, 1919. Discharged June 2, 1919. With 12th Engrs. on light ry. work; Picardy front with British Forces one year, remainder of service with American Forces in Lorraine.

BROWN, EARL IVAN
Entered service June 14, 1894; through all grades in C. of E., U. S. A., to Lt. Col. May 17, 1917; Col. (temporary), Aug. 20, 1917. Overseas service June 9, 1917–June 8, 1918. Organized 307th Engrs.; organized and commanded 317th Engrs. in overseas service; Chf. Engr., 5th Army Corps. Two stars.

BROWN, ELBERT CALVIN
Entered service June 17, 1918, as Capt., Engrs., N. A. Discharged Apr. 5, 1919. With 217th Engrs.

BROWN, ELLIOT CHIPMAN
Entered service May, 1917, as Lt., U. S. N. R. F.; Lt. Comdr. C. E. C., U. S. N., Sept., 1917; Comdr., June, 1919. Overseas service July 10, 1918–Sept. 20, 1918. Released from active duty Dec. 23, 1918. In chg. constr., 3d Naval Dist. outside Brooklyn Navy Yard; Public Works Officer, in chg. constr. Hampton Roads Naval Operating Base; Constr. Mgr., Pelham Bay Naval Camp; Aide for eng., Asst. Secy. of the Navy, in chg. constr., Newport Training Station.

BROWN, HORACE TROWBRIDGE
Entered service Apr. 9, 1918, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., July 9, 1918; Sgt., Engrs., U. S. A., Oct. 6, 1918; 2d Lt., Engrs., U. S. A., May 14, 1919. Overseas service May 21, 1918–July 13, 1919. Discharged July 19, 1919. With 43d and 20th Engrs.; St. Aignan Replacement Camp; constr. light rys., Dept. of Cote d'Or, France.

BROWN, HORATIO WHITTEMORE
Entered service May 7, 1917; 2d Lt., E. O. R. C., Aug. 15, 1917; 1st Lt., C. W. S., Nov. 13, 1918. Overseas service Dec. 11, 1917–July 29, 1919. Discharged Aug. 15, 1919. Asst., and Acting Director, Army Gas School, Langres, France; Asst. Div. Gas Officer, 26th Div.

BROWN, LEO FRANCIS
Entered service May 26, 1918, as Pvt., Inf., N. A.; Sgt., Inf., N. A., July 12, 1918. Discharged Jan. 6, 1919. With Billeting Officer, Camp Upton; Candidate, O. T. S., Camp Gordon.

BROWN, LEVANT R.
Entered service June 26, 1918; Capt., E. O. R. C., May 16, 1917. Discharged Jan. 14, 1919. Co. Comdr., 2d Engr. Training Regt., Camp Humphreys; Adj., 99th Engrs.; Adj., 76th Engrs., Camp Leach.

BROWN, MARSHALL WRIGHT
Entered service June 26, 1917; Maj., E. O. R. C., May 7, 1917; Lt. Col., Engrs., U. S. A., Apr. 7, 1919. Overseas service June 27, 1917–Oct. 1, 1919. Discharged Oct. 28, 1919. With Line of Communications, A. E. F.; with Engr. Purchasing Officer, A. E. F.: with Sec. Engr., Advance Sec., A. E. F. Legion d'Honneur. Four stars.

BROWN, NORMAN FREED
Entered service Jan. 24, 1918, as Maj., T. C., N. A. Overseas service Feb. 7, 1918–Mar. 29, 1919. Discharged Apr. 1, 1919. Asst. to Engr. of Constr., staff of Director Gen. Transportation, A. E. F.; Member of Inter-Allied Comm. for reception of German ry. material. Diploma from Gen. Pershing for meritorious service.

BROWN, ROBERT HUSE
Entered service Sept. 19, 1917, as Capt., San. C., N. A.; Maj., San. C., N. A., Aug. 3, 1918. Discharged Dec. 9, 1918. Gen. san. work, Camp Greenleaf; San. Insp. and San. Engr., Camp Humphreys; office, Surgeon Gen. of the Army.

BROWNELL, ERNEST HENRY
Entered service Oct. 24, 1902; successive promotions to Comdr., C. E. C., U. S. N., July 1, 1917. Overseas service Nov. 3, 1917–Mar. 23, 1918. Bureau of Yards and Docks, Navy Yard, Portsmouth, N. H.; established overseas shore stations for sea-planes and dirigibles, also fuel stations.

BRUNER, LOUIS SCHUMANN
Entered service May 12, 1917; 1st Lt., E. O. R. C., Aug. 15, 1917; Capt., Engrs., N. A., May 9, 1918. Overseas service Mar. 29, 1918–June 8, 1919. Discharged June 19, 1919. With 23d Engrs. in operation of quarries, constr. of roads and maintenance in Base Sec. No. 1, and in Toul Sector with 1st and 2d Armies, A. E. F. Two stars.

BRUSH, CARL FLETCHER
Capt., Engrs., U. S. A., A. E. F.*

BRUTON, PHILIP GILSTRAP
Entered service Aug. 25, 1917; 2d Lt., Sig. C., Constr. Div., N. A., Nov. 8, 1917. C. O., 26th Constr. Squadron on ry. constr. in Northwest.

BRYAN, CLARK ALBERT
Entered service Nov. 28, 1917, as Capt., Engrs., N. A. Discharged Dec. 28, 1919. Const. Q. M. at Camp Beauregard and Ft. Benjamin Harrison, Ind.

BUCHANAN, WARREN HENDERSON
Entered service July 10, 1918, as Chf. Machinist's Mate, U. S. N. R. F.; Ensign, U. S. N. R. F., Dec. 31, 1918; Ensign, U. S. N., Apr. 22, 1919. Discharged Mar. 20, 1920. Public Works Officer, Naval Training Station, Gulfport, Miss., and Aide to Commandant; C. O. 3d Regt.

BUCHER, HAROLD FOLLMER
Entered service May 9, 1917; 2d Lt., E. O. R. C., June 13, 1917; 1st Lt., Engr. R. C., June 7, 1918; Capt., Engrs., U. S. A., May 28, 1919. Overseas service Sept., 1917–July, 1918, and Sept., 1918–July, 1919. With 2d Engrs. at Toul, Verdun and Chateau Thierry; Meuse-Argonne offensive. Four stars.

BUCK, RICHARD SUTTON
Entered service June 7, 1917, as Maj., E. O. R. C. Overseas service July 14, 1917–Dec. 22, 1918. Discharged Jan. 7, 1919. With 11th Engrs.; Staff duty 4th Bn., Canadian Ry. Troops; Staff duty, Base Sec. No. 2, A. E. F. Distinguished Service Order, Great Britain.

BUCK, WALTER VAN
Entered service May 13, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Mar. 30, 1918–June 16, 1919. Discharged July 7, 1919. With 23d Engrs.; Co. Comdr., ry., building, and road constr. work at Chaumont, Neufchateau, Nevers, France; with 1st Army, A. E. F., in Meuse-Argonne offensive; highway reconstr., Advance Sec., S. O. S., A. E. F. One star.

BULL, GEORGE MAIRS
Lt. Comdr., C. E. C., U. S. N.*

BUNKER, GEORGE HITCHELL
Entered service May 8, 1917; Capt., E. O. R. C., Aug., 1917; Maj., Engrs., N. A., May 21, 1918; Lt. Col., Engrs., U. S. A., Mar. 21, 1919. Overseas service July 31, 1918–June 15, 1919. Discharged July 9, 1919. With 306th Engrs.; training engr. troops. Divisional citation, 81st Div. Two stars.

BUNKER, STEPHEN SANS
Entered service May 15, 1917; Capt., E. O. R. C., July 13, 1917. Overseas service Nov. 26, 1917–July 17, 1919. Discharged Aug. 3, 1919. With 503d and 72d Engrs., lumber production; storage depot constr., Base Sec. No. 1, A. E. F.

BURD, EDWARD MORRIS
Entered service Aug. 27, 1917; Capt., C. A. R. C., Nov. 27, 1917. Discharged Apr. 8, 1919. Instr., Coast Arty. School, Fort Monroe, Va.

BURDETT, OWEN LONG
Entered service May 8, 1917; Capt., E. O. R. C., Sept., 1917. Overseas service Oct. 31, 1917–Mar. 24, 1919. Discharged Mar. 31, 1919. With Sec. Engr., Base Sec. No. 2, A. E. F.; camp constr. with 1st Army; Co. Comdr. 25th Engrs., gen. constr., Meuse-Argonne offensive.

BURGER, ALFRED ANDREW
Entered service Oct. 4, 1917, as Pvt., Inf., Depot Brig.; Cpl., Oct. 16, 1917; Sgt., Apr. 29, 1918; 2d Lt., Inf., U. S. A., June 1, 1918. Discharged Dec. 21, 1918. Depot Brig., 83d Div.; Replacement Regt., Camp Gordon; Machine Gun Training Center, Camp Hancock.

BURGESS, HARRY
Entered service June 17, 1891; through all grades in C. of E., U. S. A., to Col., July 6, 1917. Overseas service Aug. 1, 1917–Apr. 22, 1919. C. O., 16th Engrs.; Chf. Engr., 5th Army Corps; C. O., 305th Engrs. and Chf. Engr., 80th Div. Companion of the Order of St. Michael and St. George, Great Britain. Four stars.

BURKETT, JOSEPH MILLER
Entered service Aug. 25, 1917; Capt., Engrs., N. A., July 25, 1917. Overseas service Jan. 26, 1918–July 29, 1919. Discharged Aug. 29, 1919. Vancouver Barracks, Wash., training troops; with 116th Engrs. in France; with Engr. Purchasing Officer, Paris; Insp. Gen. Dept., Bordeaux, France.

BURKY, CHARLES ROGY
Entered service Aug. 25, 1917; Capt., Sig. R. C., A. S., N. A., Nov. 8, 1917. Discharged Jan. 10, 1919. With 42d Spruce Squadron near Aberdeen, Wash.

BURR, EDWARD
Entered service June 12, 1878; through all grades in C. of E., U. S. A., to Brig. Gen., Aug. 5, 1917. Overseas service July 14, 1918–Feb. 17, 1919. Permanent rank assumed Feb. 5, 1919. In command 4th Engrs.; in command 166th F. A. Brig.; in command 62d F. A. Brig. Two stars.

BURRELL, GLENN SMITH
Entered service July 30, 1907; through all grades in C. E. C., U. S. N., to Lt. Comdr., July 1, 1917; Comdr., Mar., 1919. Public Works Officer, Naval Station, Guam; Bureau of Yards and Docks, Washington, D. C.; Public Works Officer in chg. constr. submarine base and ammunition depot at New London, Conn.

BURROWES, HARRY GILBERT
Entered service May 12, 1917; 1st Lt., E. O. R. C., June 23, 1917; Capt., Engrs., U. S. A., Oct. 17, 1918. Overseas service Oct. 31, 1917–Apr. 12, 1919. Discharged July 9, 1919. With 25th Engrs.; on road constr., St. Nazaire; hosp. constr., Angers; various duties at Is-sur-Tille almost entirely on detached service; 1st Army, A. E. F., Meuse-Argonne offensive. One star.

BURT, HENRY JACKSON
Entered service Feb. 20, 1918, as Maj., Q. M. C., N. A. Discharged May 2, 1919. Expediting Officer, Eng. Branch, Washington, D. C.; on Bd. of Contract Review, Bd. of Sales, and Special Bd. to Investigate Constr. Barges at Savannah, Ga.

BURTON, WILLIAM
Entered service May 8, 1917; 1st Lt., E. O. R. C., Jan. 15, 1917; Capt., Engrs., N. A., Apr. 9, 1918. Overseas service Aug. 29, 1918–June 23, 1919. Discharged July 17, 1919. In office Director Gen. of Military Railways, Washington, D. C. Co. Comdr., 521st Engrs.

BUSH, LEE MARSHALL
Entered service June 6, 1918, as Pvt., Cavalry, U. S. A.; Sgt., F. A. Replacement troops, July 18, 1918; 2d Lt., F. A., Oct. 23, 1918. Discharged Dec. 8, 1918. With Battery B, 10th Regt.; Instr. in reconnaissance, Camp Jackson.

BUSH, LINCOLN
Entered service Jan. 3, 1918, as Maj., Q. M. C., N. A.; Lt. Col., Q. M. C., Constr. Div., N. A., Mar. 18, 1918; Col., Q. M. C., Constr. Div., U. S. A., Aug. 24, 1918. Discharged Mar. 31, 1919. Assoc. Officer in chg. eng. branch, Constr. Div., on work in U. S., new port terminals and associated projects.

BUSHNELL, HOWARD BLAINE
Entered service Sept. 1, 1917, as Capt., Engrs., N. A. Overseas service, Jan. 23, 1918–Feb. 17, 1919. Discharged Feb. 19, 1919. Chf. Constr. Officer, Aerial Gunnery School and Ord. Schools, St. Jean des Mont, France; Asst. Supt. Roads and Quarries, Base Sec. No. 1, A. E. F.

BUSHNELL, HOWARD EMORY
Entered service Aug. 28, 1917, as Capt., Ord. Dept., N. A.; transferred to Engrs., N. A., May 27, 1918. Discharged Jan. 6, 1919. In chg. constr. Picatinny Arsenal, Dover, N. J.; Personnel Adj., Camp Humphreys; Adj., 217th Engrs., Camp Beauregard.

BUSSE, FRANZ AUGUST
Entered service Sept. 2, 1917; Capt., E. O. R. C., May 16, 1917. Overseas service Jan. 27, 1918–Aug. 8, 1919. Discharged Sept. 3, 1919. Constr. of Intermediate Storage Depot No. 1; Chf. Engr. Office, A. E. F., Div. of Military Eng. and Engr. Supplies.

BUTLER, JOHN SOULE
Entered service Aug. 1, 1917; Maj., E. O. R. C., July 5, 1917; Lt. Col., Engrs., N. A., July 18, 1918. Discharged Aug. 28, 1919. Gen. Engr. Depot, Washington, D. C., in chg. Depot Dept.; in office Director of Finance.

BUTLER, MILLARD ANGLE
Entered service June 6, 1917, as Maj., Q. M. C., N. A.; Col., Q. M. C., Constr. Div., N. A., Mar. 18, 1918. Discharged Mar. 18, 1920. Const. Officer, Camp Dodge, Ft. Dodge Hosp., Norfolk Army Supply Base, Donner Union Coke Corp. plant, Buffalo; Member, Bd. of Control, War Constr. Activities, Hampton Roads Dist.

BUTLER, WILLIAM PARKER
Entered service Aug. 24, 1917, as Ensign, U. S. N. R. F.; Lt. Junior Grade, U. S. N. R. F., Feb. 10, 1918; Lt., U. S. N. R. F., July 15, 1918. Released from active duty, Mar. 15, 1919. Watch officer on duty in naval communications under Chf. of Naval Operations.

BUTTERS, JOHN HENRY
Entered service July 31, 1914; Capt., Engrs., Australian Army, Sept. 1909; Maj., Engrs., Australian Army, Jan. 1918. Released from active duty, Aug., 1920. C. O., Hobart defenses. Honorary Major for meritorious services. Awarded M. B. E.

BYAM, LEROY HENRY
Entered service Apr. 10, 1918; Capt., Engrs., N. A., Apr. 16, 1918; Maj., Engrs., N. A., Oct. 31, 1918. Overseas service, June 30, 1918–Apr. 29, 1919. Discharged May 17, 1919. Engr. Officer in chg. constr. 3d Aviation Instr. Center, Issoudun, France; Div. Engr., Road Repairs, Dept. of Cher, France; with 55th 128th Engrs.

BYLLESBY, HENRY MARISON
Lt. Col., A. S., U. S. A., A. E. F.*

BYRD, JOHN HENRY
Entered service May 12, 1917, as Capt., E. O. R. C. Overseas service May, 1918–June, 1919. Discharged June 20, 1919. Co. Comdr., 314th Engrs. in St. Mihiel and Meuse-Argonne offensives and Toul and Lucy Sectors.

BYRNE, THOMAS SNEED
Entered service Sept. 7, 1917; 1st Lt., Ord. Dept., Nitrate Div., July 16, 1917; Capt., Ord. Dept., Nitrate Div., Jan. 21, 1918. Discharged Feb. 16, 1919. Insp. of Constr., U. S. Nitrate Plant No. 1, Sheffield, Ala.; Asst. Dir. Operations, U. S. Nitrate Plant No. 3, Toledo, Ohio.

CAFFALL, GEOFFREY ARTHUR
Entered service July 26, 1917; Sapper, Canadian Engrs., Aug. 8, 1917; Pvt., Canadian Machine Gun Depot, Jan. 15, 1918. Overseas service Mar. 4, 1918–May 25, 1919. Discharged May 25, 1919. O. T. C., Toronto; 2d Bn., 2d Div. Canadian Machine Gun Corps, B. E. F., at Arras, Cambrai, Denain, Valenciennes, and Mons; with British Army of Occupation.

CALDWELL, WILLIAM HOWELL
Entered service Jan. 25, 1918, as Lt., U. S. N. R. F.; Lt. Comdr., U. S. N. R. F., Mar. 29, 1919. Gen. constr. work at proving grounds, Dahlgren, Va.

CAMERON, HARRY FRANK
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., E. O. R. C., Aug. 15, 1917; Lt. Col., Engrs., U. S. A., Aug. 29, 1918. With 301st Engrs., Camp Devens; Engr. Instr., Camp Lee; C. O., Camp La Grange, Va.; C. O., 4th Engr. Training Regt.; C. O., 209th Engr.; Chf. of Machinery and Engr. Material Div., Office, Director of Purchase, Washington, D. C.

CAMP, GEORGE DASHIELL
Entered service May 1, 1917; 2d Lt., E. O. R. C., Jan. 30, 1917; 1st Lt., E. O. R. C., Aug. 15, 1917. Overseas service June 28, 1918–Apr. 16, 1919. Discharged May 12, 1919. Engr. Instr.; with 316th Engrs.

CAMPBELL, CHARLES CECIL
Entered service June 26, 1918, as Pvt., Medical Corps; Pvt., 1st Class, Medical Corps, July 31, 1918; Cpl., Medical Corps, Nov. 12, 1918. Discharged Feb. 13, 1919. With 15th Bn., Camp Greenleaf; Motor Co. No. 13, Chickamauga Park; Replacement Unit No. 74, Camp Greenleaf; Camp Merritt.

CAMPBELL, GEORGE RAYMOND
Entered service June 11, 1917, as Capt., E. O. R. C. Discharged Dec. 11, 1917.

CANFIELD, GEORGE HATHAWAY
Entered service May 16, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., May 8, 1918; Lt. Col., Engrs., U. S. A., Sept. 3, 1918. Overseas service June 28, 1918–May 30, 1919. Discharged July 8, 1919. With 316th Engrs., during Argonne and Lys operations; Div. Engr., 91st Div. Three stars.

CAREY, MATTHEW LAURENCE
Entered service Aug. 1, 1917; Capt., Q. M. C., N. A., May, 1917. Overseas service Apr. 1918–Feb., 1919. Discharged Feb., 1919. Transportation Officer, Camp Dix; Asst. to Chf. Q. M., Base Sec. No. 3, A. E. F.; Property Officer and Asst. to Camp Q. M., Liverpool, England.

CAREY, WILLIAM NELSON
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., Mar., 1918. Overseas service July, 1918–June, 1919. Discharged June 7, 1919. Adj., 313th Engrs.; Asst. Chf Engr., 7th Army Corps, Army of Occupation; Bn. Comdr., 307th Engrs. Three stars.

CARLIN, JOSEPH PATRICK
Entered service Oct. 15, 1917; Capt., Ord. R. C., Nov. 19, 1917. Discharged Jan. 4, 1919. In chg. amortization of plants, including plants commandeered by Ord. Office, Washington, D. C.

CARLSON, CARL ALEXIUS
Entered service June 27, 1903; through all grades in C. E. C., U. S. N., to Comdr., Feb. 1, 1918. Public Works Officer, 12th Naval Dist.; on constr. Pearl Harbor dry dock.

CARO, PHILLIP
Lt., British Army.*

CARR, DEAN ORRIS
Entered service Aug. 10, 1918; Capt., Engrs., N. A., Aug. 1, 1918. Discharged Dec. 20, 1918. Gen. constr. work.

CARR, GEORGE WALLIS, JR.
Supply Sgt., Inf., U. S. A.*

CARROLL, JAMES EDWARD
Entered service July 11, 1917, as Maj., E. O. R. C. Overseas service June 22, 1918–June 30, 1919. Discharged July 11, 1919. With 531st Engrs.; C. O. 527th Engrs.; with 1st Army in St. Mihiel and Meuse-Argonne offensives; in chg. all road work in 1st Army Engr. area. Two stars.

CARTER, EVLANE KEMPER
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Oct. 1, 1917. Overseas service Sept. 3, 1918–June 11, 1919. Discharged July 5, 1919. With 518th Engrs. as Co. Comdr. in constr. work, Base Sec. No. 4 and No. 6, A. E. F.

CASE, CHARLES ANDREW
Entered service May 8, 1917; 2d Lt., E. O. R. C., Feb. 19, 1917; 1st Lt., E. O. R. C., Aug. 15, 1917; Capt., Engrs., U. S. A., Sept. 20, 1918. Overseas service June 12, 1918–May 26, 1919. Discharged June 20, 1919. With 314th Engrs. Citation from Gen. Pershing for distinguished gallantry; Divisional citation 89th Div. Two stars.

CATE, CHARLES EDWARD
Entered service Feb. 25, 1918, as 1st Lt., Engrs., N. A.; Capt., Engrs., U. S. A., Apr. 6, 1919. Overseas service July 10, 1918–Aug. 18, 1919. Discharged Aug. 26, 1919. Military ry. constr., Camp Humphreys; Engr., M. of W., 14th Grand Div., T. C., Nantes, France.

CATON, JOHN HIRST
Entered service Sept., 1918; Capt., Engrs., N. A., July 10, 1918; Maj., Engrs., U. S. A., Apr. 11, 1919. Overseas service June 29, 1918–July 25, 1919. Discharged Aug. 4, 1919. Co. Comdr., and Bn. Comdr., 33d Engrs.; Road Engr., Base Sec. No. 5, A. E. F.

CATTELL, WILLIAM ASHBURNER †
Entered service Dec. 28, 1917; Maj., E. O. R. C., Mar. 1, 1917. Discharged Sept. 30, 1919. On staff duty in Office, Chf. of Engrs., in chg. Historical Sec.

CERNY, JOHN WILLIAM
Entered service Feb. 14, 1918, as Maj., Q. M. C., N. A. Discharged Sept. 25, 1919. Superv. Const. Q. M., Washington, D. C.; Asst. Const. Q. M., Brooklyn Army Supply Base.

CHADWICK, MAURICE FOSTER
Cpl., F. A., U. S. A.*

CHAMBERLAINE, ROBERT LLOYD
Entered service Jan. 30, 1918, as Capt., A. S., N. A. Discharged Dec. 23, 1918. In chg. Programme and Statistics Dept., Bureau of Aircraft Production.

CHAMBERS, FRANK TAYLOR
Entered service July 19, 1897; through all grades in C. E. C., U. S. N., to Capt., June, 1914. Overseas service, July 31, 1918–Sept. 30, 1918. Bureau of Yards and Docks, Hampton Roads, Va.; member board to select naval fuel oil base, Chesapeake Bay; member Comm. on Navy Yards and Naval Stations; Engr. in chg. dry docks, Emergency Fleet Corp.; Chf. Engr. and member, Port Facilities Comm., U. S. Shipping Board.

CHANDLER, JOHN HENRY
Entered service Oct. 29, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 23, 1918. Camp Humphreys.

CHANDLER, WILLIAM EUSTACE
Entered service Aug. 20, 1917, as Pvt., C. A. C.; Master Gunner, C. A. C., Dec. 31, 1917; 2d Lt., C. A. C. Overseas service Mar. 25, 1918–Jan. 22, 1919. Discharged Feb. 12, 1919. Boston Harbor Coast Defenses; with 55th Regt., C. A. C.; graduated from Heavy Artillery School, France; Vesle River Sector; 2d Battle of Marne; Meuse-Argonne offensive. One star.

CHAPMAN, MELVILLE DOUGLAS
Entered service May 26, 1917, as Capt., U. S. M. C. Overseas service 1918–1919. Released from active duty Sept., 1919. Brooklyn Navy Yard; on Inter-Allied Economic Comm.; Economic and Finance Officer, Treves and Coblenz, Germany; Adj., 5th Brig. Machine Gun Bn.

CHAPMAN, STANLEY ALBA
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Aug. 1, 1917; Overseas service Apr. 10, 1918–July 5, 1919. Discharged July 10, 1920. Special duty with French transportation eng. material; Instr. in Road Engineering, A. E. F. Univ., Beaune, France.

CHAPPELL, CLAUDE EDWARD
Entered service Aug. 28, 1918; Capt., Engrs., U. S. A., Sept. 7, 1918. Discharged Jan. 11, 1919. Camp Humphreys.

CHARNLEY, WALTER
Entered service July 29, 1918, as 1st Lt., Engrs., N. A. Discharged Jan. 25, 1919. With 70th Engrs.

CHASE, CLIFFORD EARL
Entered service May, 1917; 1st Lt., Engrs., N. A., Aug., 1917; Capt., Engrs., N. A., Feb., 1918; Maj., Engrs., U. S. A., Oct., 1918. Overseas service Apr. 1918–Dec. 24, 1918. Discharged June 5, 1919. With 4th Engrs. Four stars. Two wounds.

CHASE, DEAN ‡
1st Lt., Coast Arty., U. S. A., A. E. F.*

CHENEY, SHERWOOD ALFRED
Entered service June 15, 1893; through all grades in C. of E., U. S. A., to Lt. Col., May 15, 1917; Col., Aug. 7, 1917; Brig. Gen., Oct. 11, 1918. Overseas service June 2, 1917–July 23, 1917, and May 2, 1918–Feb. 23, 1920. Permanent rank taken Oct. 31, 1919. In command 110th Engrs.; Asst. to Chf. Engr., A. E. F., at G. H. Q.; Director, A. T. S. Distinguished Service Medal; Commander, Legion d'Honneur. One star.

CHERRY, ALAN GORDON
Entered service May 11, 1917; Pvt., Engrs., N. A., Sept. 1, 1917; 2d Lt. Engrs., N. A., Jan. 15, 1918; 1st Lt., Engrs., N. A., June 15, 1918. Overseas service July 14, 1918–June 13, 1919. Discharged July 7, 1919. With 301st Engrs.; special duty Operations Sec., Chf. Engr. Office, 3d Army; St. Mihiel offensive; Army of Occupation. Two stars.

† Died Oct. 17, 1920.

‡ Died May 26, 1919.

CHEVALIER, WILLARD TOWNSHEND
Entered service May 31, 1917; Capt., E. O. R. C., June 13, 1917; Maj., Engrs., U. S. A., Aug. 10, 1918; Lt. Col., Engrs., U. S. A., Feb. 26, 1919. Overseas service July 14, 1917–Apr. 27, 1919. Discharged May 5, 1919. Co. Comdr., Regtl. Adj., Bn. Comdr., and Regtl. Comdr., 11th Engrs. Citation from Gen. Pershing for meritorious and conspicuous service at Vraincourt, France. Four stars.

CHILD, JOHN TOWNSHEND
Entered service May 25, 1918, as Pvt., Inf., N. A.; 2d Lt. Engr. Sec., San. C., N. A., June 13, 1918; 1st Lt., Engr. Sec., San. C., U. S. A., Nov. 9, 1918. Discharged Jan. 25, 1919. Co. Comdr., Camp Meade, on drainage work, mosquito control and gen. camp sanitation.

CHILDS, JAMES ALANSON
Entered service Sept. 20, 1918, as Capt., San. C., N. A. Discharged Mar. 12, 1919. Camp San. Engr., Camp Jackson.

CHIPLEY, DUDLEY
Entered service July 25, 1918, as Capt. Q. M. C., Constr. Div., N. A. Discharged Mar. 25, 1919. Officer in chg. water and sewers at Camp Hancock; Utility Officer, Camp Benning; Port Eng. Utilities Office, Newport News, Va.

CHITTENDEN, ALBERT FREDERICK
Entered service June 15, 1917, as 1st Lt., E. O. R. C.; Capt., Engrs., U. S. A., Feb. 15, 1919. Overseas service Aug. 9, 1917–Apr. 16, 1919. Discharged May 26, 1919. Engr. in chg. field surveying on Bassens and Talmont dock projects and in chg. constr. Bayonne project, Base Sec. No. 2, A. E. F.

CHRISTENSEN, GEORGE ANDREW
Entered service May 19, 1917; Capt., Q. M. R. C., Mar. 21, 1917; Maj., Q. M. C., Constr. Div., U. S. A., Sept. 26, 1918. Constr. work, Camp Kearny; Utilities Officer, Camp Johnston; utilities, Asheville, N. C.; Q. M. duties, Boston, Mass.; utilities and constr., Camp Holabird and Washington, D. C.

CHRISTIE, CHESTER de BAUN
Entered service Sept. 16, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 19, 1918. Camp Humphreys.

CHURCH, ELIHU CUNYNGHAM
Maj., Gen. Staff, U. S. A., A. E. F.*

CHURCHILL, PERCIVAL MITCHELL
Entered service May 8, 1917; Capt., E. O. R. C., Mar. 1, 1917; Maj., E. O. R. C., Aug. 15, 1917. Overseas service Aug. 26, 1918–June 16, 1919. Discharged July 9, 1919. Bn. Comdr., 304th Engrs.; C. O., 538th Engr. Service Bn.; Adj., 6th Grand Div., T. C., A. E. F.

CHURCHILL, ROBERT CARR
Entered service June, 1917, as 2d Lt., E. O. R. C.; 1st Lt. Engrs., N. A., July, 1918. Overseas service Feb., 1918–Apr., 1919. Discharged Apr. 30, 1919. Constr. work at St. Nazaire, France; light ry. maintenance work in Baccarat Sector; maintenance of light rys. and telephones in Toul Sector. Diploma from Gen. Pershing for meritorious service.

CLAFLIN, WILLIAM BEMENT
Entered service May 13, 1917; Capt., E. O. R. C., Sept. 13, 1917. Overseas service Aug. 18, 1918–Jan. 3, 1919. Discharged Jan. 14, 1919. Co. Comdr., 114th Engrs.; Acting Asst. Chf. of Staff, 39th Div., as Intelligence Officer.

CLAIBORNE, HERBERT AUGUSTINE, JR.
Entered service Nov. 8, 1917, as 2d Lt., Aviation Sec., Sig. R. C.; 1st Lt., A. S. A., U. S. A., Oct. 3, 1918. Overseas service, Mar. 4, 1918–May 3, 1919. Discharged May 8, 1919. With 485th Aero Squadron; special duty with Engr. Corps.

CLARK, ERNEST ALDEN
Entered service June 1, 1918; Capt., Engrs., N. A., July 1, 1918. Discharged Apr. 3, 1919. With 139th and 209th Engrs.; Engr. Supply Officer, Camp Shelby.

CLARK, HOWARD FOSTER
Entered service Sept. 2, 1917; Capt., E. O. R. C. June 23, 1917; Maj., Engrs. U. S. A., Mar. 28, 1919. Overseas service Jan. 31, 1918–May 6, 1919. With 2d Engrs. at Chateau Thierry; with 7th Engrs. in Vosges; with 314th Engrs. at St. Mihiel; Instr., 3d Corps School, A. E. F. Two stars.

CLARKE, HARRY LEE
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Sept. 26, 1917; Capt., Engrs., U. S. A., May 27, 1919. Overseas service Aug. 29, 1918–July 5, 1919. Co. Comdr. 28th Engrs.; with 1st Army in Meuse-Argonne offensive; rebuilding roads in Meuse Dept. One star.

CLARKE, THOMAS CURTIS
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 7, 1917; Lt. Col., E. O. R. C., Aug. 5, 1917; Col., Engrs., U. S. A., Aug. 7, 1918. Overseas service Mar. 23, 1918–Mar. 31, 1919. Discharged Apr., 1919. With 110th Engrs.; Acting Deputy Director, A. T. S. Croix de Guerre. One star.

CLARKE, WILLIAM DEXTER
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Mar. 30, 1918–June 9, 1919. Discharged July 3, 1919. Co. Comdr. and Bn. Comdr., 23d Engrs., Meuse-Argonne offensive. One star.

CLARKSON, CHARLES DANA SAYRES
Capt., Engrs., U. S. A.*

CLAYTON, THOMAS WILEY
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 23, 1917. Overseas service Jan. 24, 1918–Jan. 25, 1919. Discharged Jan. 29, 1919. With 23d Engrs. at Camp Meade; with 161st Engrs. at Angers, France; ry. constr., Advance Sec., S. O. S., A. E. F.

CLECKNER, FREDERICK MARTIN
Entered service Apr. 17, 1918, as Pvt., Sig. C., N. A. Overseas service Aug. 31, 1918–May 1, 1919. Discharged May 14, 1919. Observer and Recorder of meteorological data at Colombey-les-Belles, Vitrey, and Tours, France.

CLEVELAND, LOU BAKER
1st Lt., Engrs., U. S. A.*

CLINTON, DELMAR SMITH
Maj., Engrs., U. S. A.*

COBB, WILLIAM RICHARD
Lt., U. S. N. R. F.*

COCHRANE, VICTOR HUGO
Entered service Apr. 6, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Sept. 22, 1919. Asst. to Chf. of Constr. Div., Washington, D. C.; Executive Officer, Ord. Claims Bd., Perth Amboy, N. J.; member, Bd. of Contract Review, and Claims Bd., Constr. Div.

COE, CLARENCE STANLEY
Entered service June 13, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., Feb. 26, 1918; Lt., Col., Engrs., U. S. A., Feb. 13, 1919; Col., Engrs., U. S. A., Mar. 3, 1919. Overseas service July 28, 1917–Mar. 25, 1919. Discharged Apr. 30, 1919. With 17th Engrs.; Asst. to Sec. Engr., Base Sec. No. 1, A. E. F., in gen. chg. Montoir Project. Legion d'Honneur; Diploma from Gen. Pershing for general merit.

COE, DAVID
Entered service Mar. 1, 1917, as Lt., Lines of Communication, Royal Engrs., British Army; Temporary Capt., Apr. 10, 1917. Overseas service Mar. 13, 1917–Apr. 2, 1919. Discharged Apr. 3, 1919. Ry. constr. and maintenance. Mentioned in Sir Douglas Haig's despatches.

COE, EDWARD KIRK
Entered service June 7, 1917; Maj., E. O. R. C., Apr. 18, 1917. Overseas service Nov. 26, 1917–Jan. 1, 1919. Discharged Jan. 4, 1919. Const. Q. M., Camp Lee; Officer in Chg. constr. hosp. center, Nantes, France; with 1st Army, A. E. F. One star.

COLE, HOWARD JUDSON
Entered service July 8, 1918; Capt., Engrs., N. A., June 28, 1918. Discharged Aug. 21, 1919. Historical Data Section, Office of Chf. of Engrs., Washington, D. C.

COLEMAN, EUGENE HUNTER
Entered service May 8, 1917, as 1st Lt., E. O. R. C.; Capt., E. O. R. C., Aug. 15, 1917. Overseas service Aug. 21, 1918–June 25, 1919. Discharged July 16, 1919. Road repair work with 312th Engrs.

COLEMAN, HENRY FITCH
Entered service June, 1917, as Maj., E. O. R. C. Overseas service Nov. 23, 1917–Nov., 1918. Discharged Feb. 3, 1919. With French Artillery at Camp du Meucon; convoyed munitions to British ports; convoyed replacements Angers to Ardennes, France.

COLGAN, ROBERT JOSEPH
Capt., Engrs., U. S. A., A. E. F.*

COLHOUN, DANIEL WARWICK
Entered service May 26, 1917; Capt., Engr. R. C., Jan. 3, 1918; Maj., Tank C., U. S. A., Nov. 8, 1918. Overseas service July, 1917–Mar. 1919. Co. Comdr., 1st Engrs.; with 305th Brig.; Eng. Intelligence Office, G. H. Q. Divisional citation. Four stars.

COLLIER, WILLIAM NEVILLE
Entered service Sept. 11, 1918, as Capt., Engrs., U. S. A. Camp Humphreys.

COLLINS, EARL HARRY
Entered service Aug. 15, 1917, as Capt., C. A. R. C.; Capt., Engrs., U. S. A., Sept. 26, 1918. Discharged Mar. 20, 1919. In chg. constr. work at Ft. Monroe, Va.

COLLINS, MERTON CLYDE
Entered service June 28, 1917, as 1st Lt., E. O. R. C. Discharged Dec. 18, 1918. Unattached, Philippine Islands; with 565th Engr. Service Bn., Camp Shelby.

COLUMBIA, CURTIS FIELDS
Entered service May 1, 1917; 1st Lt., C. A. C., N. A., Aug. 14, 1917; Capt., C. A. C., U. S. A., Sept. 22, 1918. Overseas service Sept. 12, 1917–Mar. 20, 1919. Discharged Mar. 21, 1919. With 52d Artillery; Asst. Supervisor of Instruction, Saumur Artillery School, France. One star.

COMBER, STAFFORD XAVIER
Entered service May 9, 1918. 2d Lt., British Guiana Inf. Resigned Nov., 1918. Served in British Guiana supplying contingents to British West Indies Regt. for France and Egypt.

COMLY, HARRY SEYKORA
Entered service Mar. 13, 1918, as Pvt., Sig. C., N. A.; Sgt., Sig. C., U. S. A., Nov., 1918. Discharged Jan. 29, 1919. In Science and Research Div., calculation of amended ballistic tables for atmospheric corrections.

COMLY, JAMES BETZER
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Aug. 1, 1918. Discharged Nov. 29, 1918. Organization and Co. Comdr., engr. units at Camp Humphreys and Ft. Myer; with 99th Engrs.

COMPTON, ARTHUR MANDEVILLE
Entered service June 21, 1917, as Maj., F. A. R. C.; Lt. Col., F. A. R. C., Aug. 1, 1917; Col., F. A., N. A., July 30, 1918. Discharged Dec. 15, 1918. With 126th F. A.; Ft. Sill, student and Instr., School of Fire; 31st F. A.; Acting Brig. Comdr., 11th F. A.; Comdr., 32d F. A.

COMPTON, RUEL KEITH
Entered service July 21, 1917, as Maj., Engrs., N. A. Discharged June 6, 1919. In chg. bldgs. and roads, Camp Meade; in chg. bldgs., roads, water, sewerage, docks and warehouses Curtis Bay Ord. Depot, Md.; Executive Officer, Little Rock Picric Acid Plant; Acting Const. Q. M., Little Rock Picric Acid Plant.

CONARD, CLARENCE KNIGHT
Entered service Dec. 8, 1917, as Maj., Ord. R. C., N. A. Discharged Oct. 30, 1919. Detailed to Constr. Div., U. S. A., as Const. Q. M., Raritan Arsenal.

CONARD, ROBERT ALLEN
Entered service Sept. 8, 1917, as Lt., C. E. C., U. S. N. R. F. Discharged June 26, 1920. Served in Haiti on public works, chiefly road building.

CONNELLY, WALTER LOUIS
M. E., Sr. Grade, Engrs., U. S. A., A. E. F.*

CONNOLLY, ALLEN HOWARD
Entered service Feb. 28, 1918, as Pvt., 1st Class, Aviation Sec., Sig. R. C.; 2d Lt., A. S. A., U. S. A., May 2, 1918. Discharged Jan. 2, 1919. School of Military Aeronautics, Columbus, Ohio: 34th Constr. Squadron; with Govt. Field Office, constr. work, Langley Field, Hampton, Va.

CONNOLLY, DONALD HILARY
Entered service June 15, 1906; through all grades in C. of E., U. S. A., to Maj., Aug. 5, 1917; Lt. Col., May 23, 1918; Col., Engrs., U. S. A., Aug. 1, 1919; Maj., C. of E., U. S. A. (permanent rank), June 1, 1920. Overseas service June 4, 1918–Sept. 19, 1918. Co. Comdr., El Paso, Tex.; in chg. div. schools, 39th Div.; Asst. Chf. of Staff (G-3), 8th Div.; G. S. C., A. E. F.; Office, Chf. of Staff, Washington, D. C.

CONNOR, WILLIAM DURWARD
Entered service June 21, 1893; through all grades in C. of E., U. S. A., to Col., Aug. 5, 1917; Brig. Gen., U. S. A., June 26, 1918. Overseas service July 14, 1917–Jan. 24, 1920. Organized G-4, G. H. Q., A. E. F.; Chf. of Staff, 32d Div.; in command 63d Inf. Brig. and S. O. S., Base Section No. 2, A. E. F.; Chf. of Staff, S. O. S., A. E. F.; in command American Forces in France from Sept. 1, 1919. Distinguished Service Medal; Commandeur, Legion d'Honneur; Companion of the Order of the Bath, Great Britain; Croix de Guerre, with Palm; Order of the Solidaridad, Panama. Three stars.

CONVERSE, JOSEPH BRANDLY
Entered service Aug. 18, 1918, as 2d Lt., Q. M. C., Constr. Div., U. S. A. Discharged Feb. 6, 1919. Attached to camp utilities as officer in chg. of operations.

CONWAY, NORMAN BUTLER
Entered service July 5, 1917, as Capt., E. O. R. C. Overseas service June 10, 1918–June 28, 1919. Discharged July 25, 1919.

COOK, PAUL DARWIN
Entered service May 5, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Oct. 5, 1918. Discharged Mar. 22, 1919. Co. Comdr., 109th Engrs., Camp Cody; Adj., 5th Engr. Training Regt., Camp Humphreys; Bn. Comdr., 75th and 138th Engrs.

COOKE, FREDERICK HOSMER
Entered service Jan. 1, 1904; through all grades in C. E. C., U. S. N., to Comdr., July 1, 1918. Overseas service Apr. 16, 1918–Jan. 19, 1919. In chg. constr. Lafayette Radio Station near Bordeaux, France.

COOKSEY, ROBERT MAVIN
Entered service July 22, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Mar. 24, 1919.

COOMBS, ROBERT DUNCAN
Entered service Nov., 1917; Maj., Ord. R. C., N. A., Dec. 8, 1917. Discharged May 17, 1919. Staff duty, Nitrate Div.; Special Aide on Nitrate Plant No. 2; Chf. of Sec., Plant No. 2; Officer in chg. and agent of Cont. Officer, Alabama Power Co. Contract.

COOMER, ROSS MILLER
Entered service May 7, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., May 13, 1918; Lt. Col., Engrs., U. S. A., Apr. 9, 1919. Overseas service Aug. 14, 1917–May 17, 1919. Discharged May 20, 1919. Engr. Officer in chg. of Hospitalization, Chf. of Bldg. Sec., Div. of Constr. and Forestry, S. O. S., A. E. F.

COOPER, DAVID REGINALD
Entered service Sept. 26, 1917; Capt., Engrs., N. A., Aug. 16, 1917. Overseas service Oct. 3, 1917–Jan 3, 1919. Discharged Feb. 6, 1919. Designed, built, and operated water supply and purification plants, A. E. F.; designed and built concrete arched dam at Savenay, France.

COOPER, HUGH LINCOLN
Entered service June 28, 1917, as Maj., E. O. R. C.; Lt. Col., E. O. R. C., Oct. 26, 1917; Col., Engr. R. C., Mar. 20, 1918. Overseas service July 14, 1917–Mar. 3, 1918, and May 14, 1918–Oct. 17, 1918. Discharged Nov. 7, 1918. Cantonment work in U. S.; Sec. Engr., Base Sec. No. 2, Bordeaux, France.

COPELAND, ROBERT MORRIS
Entered service May 8, 1917; 2d Lt., E. O. R. C., Feb. 17, 1917; 1st Lt., Engrs., N. A., June 11, 1918; Capt., Engrs., U. S. A., Oct. 9, 1918. Overseas service Dec. 11, 1917–Apr. 13, 1918. Organization work with 314th Engrs., Camp Funston; with 1st Engrs. in Toul Sector; with 315th and 111th Engrs., Special Instr.; Office, Chf. of Engrs., Personnel Sec.

CORBIN, HORACE KELLOGG
1st Lt., Q. M. C., U. S. A.*

CORKRAN, WILBUR SHERMAN
Entered service May, 1917, as 1st Lt., E. O. R. C.; Capt., E. O. R. C., Aug. 1917; Maj., Engrs., U. S. A., Oct., 1918. Overseas service July, 1917–Aug., 1918. Discharged Apr. 15, 1919. With 1st Engrs.; Instr., Camp Humphreys.

CORNELL, JOHN WESLEY
Entered service Feb., 1918, as Capt., Q. M. C., N. A. Discharged July 17, 1919. On constr., Brooklyn Army Supply Base.

CORNISH, LORENZO DANA
Entered service June 5, 1917; Capt., E. O. R. C., June 20, 1917; Maj., Engrs., U. S. A., Feb. 13, 1919. Overseas service, July 9, 1917–June 18, 1919. Discharged Oct. 30, 1919. With 15th Engrs. in constr. work, Bassens Dock, Ord. Depot No. 4, Advance Ord. Depot No. 4, A. E. F.; in light ry. work in shops and along front; salvaging light ry. in Argonne; road repair work. Two stars.

CORP, HENRY WILLIAM
Entered service June 20, 1918, as 1st Lt., Engrs., N. A. Discharged Jan. 14, 1919. Co. Comdr., A. R. D.; with 2d Engr. Training Regt.; Asst. Judge Advocate, Gen. Court No. 2, Camp Humphreys.

CORY, HARRY THOMAS
Maj., Engrs., U. S. A.*

COSBY, SPENCER
Entered service 1887; through all grades in C. of E., U. S. A., to Col., Aug. 5, 1917. Overseas service Aug. 1, 1914–Feb. 1, 1917. Military Attaché, American Embassy, Paris. Aide to Marshal Joffre; C. O., 5th, 605th and 209th Engrs. **Officier, Legion d'Honneur.**

COTTER, CARL HENRY
Entered service Dec. 27, 1917, as Lt., Jr. Grade, C. E. C., U. S. N.; Lt., C. E. C., U. S. N., July 1, 1918. Duty at U. S. Naval Academy; Navy Yard, Washington, D. C.; special duty under Engr. in Chf., Haiti.

COTTMAN, LEWIS WARRINGTON
Entered service Aug. 18, 1918, as Maj., C. W. S., U. S. A. Discharged Feb. 20, 1919.

COURTNEY, MAURICE ALDEN
Entered service Mar. 4, 1918, as 2d Lt., T. C., N. A.; 1st Lt., T. C., N. A., Feb. 12, 1918. Overseas service, Apr. 25, 1918–July 7, 1920. Discharged Aug. 22, 1920. In chg. troop movements, Advance Sec., A. E. F.; with Inter-Allied War Reparations Bd., Germany; G-4, Transportation H. Q., American forces in Germany.

COVERT, JOHN FRANCIS
Entered service July 24, 1917; 1st Lt., E. O. R. C., June 13, 1917. Discharged Aug. 29, 1918. Asst. Dist. Engr., Big Bend Dist., Texas; 111th Engrs., Camp Bowie; Engr. Training Camp, Camp Lee; with 55th Engrs., Camp Custer.

COWLES, WILLIAM PIERCE
Entered service Dec. 28, 1917; Maj., Engrs., N. A., Feb. 5, 1918. Overseas service July 8, 1918–Jan. 6, 1919. Discharged Jan. 6, 1919. Organized 3d Bn., 34th Engrs.; with 34th Engrs. in France, stationed at intermediate storage depots.

COX, LEONARD MARTIN
Entered service Feb., 1899; through all grades in C. E. C., U. S. N., to Comdr. Public Works Officer, 12th Naval Dist.; Asst. Mgr., Div. Shipyard Plants, Emergency Fleet Corp.; in chg. constr., Air Station Training Camp, San Diego, Cal.; dock operations, Emergency Fleet Corp.

COY, BURGESS GREENACRE
Entered service May 14, 1917; Capt., Engrs., N. A., July 12, 1917; Maj., Engrs., U. S. A., Mar. 26, 1919. Overseas service June 12, 1918–May 26, 1919. Discharged June 20, 1919. With 314th Engrs. in U. S. and France.

CRAGIN, CHARLES CALHOUN
Entered service June 13, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Aug. 8, 1918; Lt. Col., Engrs., U. S. A., May 26, 1919. Overseas service Aug. 9, 1917–Aug. 2, 1919. Discharged Aug., 1919. Co. Comdr., 18th Engrs.; C. O., 130th Engrs.; in chg. constr., hosp., railroad and engine terminal, Base Sec. No. 2, A. E. F.; Chf. Engr., Base Sec. No. 2 and No. 7.

CRANDALL, CARL
Entered service Dec. 14, 1917; Flying Cadet, Cornell Univ., Feb. 16, 1918; 2d Lt., A. S. A., U. S. A., Oct. 22, 1918. Discharged Dec. 31, 1918. In training Dorr Field, Arcadia, Fla., Barron Field, Fort Worth, Tex., and Brooks Field, San Antonio, Tex.

CRANE, ALBERT ELI
Entered service May 1, 1917; 1st Lt., E. O. R. C., Feb. 19, 1917; Capt., Engrs., N. A., July 20, 1918. Overseas service Dec. 4, 1917–Apr. 29, 1919. Discharged May 19, 1919. Regtl. Adj., 6th Engrs. Four stars. One wound.

CRANE, JOSEPH SPENCER
Entered service Apr. 24, 1918, as Maj., Q. M. C., Constr. Div., N. A. Officer in chg. maintenance and repair of all bldgs. at camps and Regular Army Posts; Administrative Div., military intelligence; with Director of Storage and Purchase; Const. Q. M., temporary Motor Storage Depot, South Amboy, N. J.

CRAWFORD, HUGH WILLIAM
Entered service Apr. 5, 1917, as Pvt., Kansas N. G.; 1st Lt., E. O. R. C., Apr. 14, 1917; Capt., E. O. R. C., Aug. 4, 1917. Resigned Mar. 4. 1918, and enlisted in Naval Reserve, Mar. 20, 1918; Ensign, U. S. N. R. F., Oct. 5, 1918. Released from active duty Mar. 9, 1919. With 1st Kansas Inf., Kansas Engrs., 110th Engrs.; Jr. Officer, U. S. S. *Absaroka*.

CRAWFORD, IVAN CHARLES
Entered service Aug. 5, 1917, as Capt., Engrs., N. A.; Maj., Engrs., N. A., Oct. 21, 1917. Overseas service Aug. 8, 1918–June 16, 1919. Discharged June 19, 1919. Bn. Comdr., 115th Engrs.; Chf., Gen. Bldg. Sec., Belgian Mission, War Damages Sec., American Comm. to Negotiate Peace.

CRECELIUS, SAMUEL FORDER
Entered service Sept. 2, 1917; Maj., E. O. R. C., June 28, 1917; Lt. Col., Engr. R. C., Feb. 15, 1918; Col., Engrs., N. A., July 30, 1918. Overseas service Sept. 26, 1917–Aug. 23, 1918. Discharged Jan. 23, 1919. In chg. Personnel Sec., Office Chf. Engr., A. E. F.; with 101st Engrs., officer in chg. field fortifications and road repair, Chateau Thierry; in chg. Pioneer School, Camp Humphreys.

CRENSHAW, BERNARD LEE
Entered service July 8, 1918, as Pvt., Engrs., N. A.; Sgt., Engrs., N. A. Overseas service Aug. 22, 1918–Apr. 29, 1919. Discharged May 16, 1919. With 22d Engrs., in light ry. work at front in Toul Sector and Meuse-Argonne operations. One star.

CROCKER, HERBERT SAMUEL
Entered service Oct. 20, 1917; Maj., E. O. R. C., June 28, 1917; Lt. Col., Q. M. C., Constr. Div., U. S. A., Aug. 24, 1918. Discharged Oct. 23, 1919. One of two Superv. Const. Q. M., Port Newark Terminal, Raritan River Ord. Depot, and Camps Stuart and Hill; Superv. Const. Q. M., Middletown. Pa.. Ord. Depot and Raritan River Ord. Depot; Const. Q. M. Army Supply Base, Brooklyn, N. Y.

CROCKER, JAMES ROGER
Entered service Feb. 23, 1917; Capt., E. O. R. C., Sept., 1917; Maj., Engrs., U. S. A., Sept., 1918. Overseas service Sept. 16, 1918–Aug. 31, 1919. Discharged Sept. 19, 1919. Co. Comdr., Engr. Train, 306th Engrs.; Co. Comdr. and Bn. Comdr., 106th Engrs.; in chg. constr., Kerhuon project, France; Executive Officer, Chf. Engr., Base Sec. No. 5. One star.

CROMWELL, GEORGE
Entered service Sept. 2, 1918, as Capt., Engrs., N. A. Discharged Dec. 11, 1919.

CRONEMEYER, JOHN FREDERICK WILLIAM
Entered service Nov. 1, 1918; Student, E. O. T. S. Discharged Nov. 27, 1918. Camp Humphreys.

CROOKS, CLINTON HERVEY
Entered service July 13, 1918, as Capt., Engrs., N. A. Discharged Dec. 4, 1918. Gen. constr.; with 551st Labor Bn., Camp Humphreys.

CROSBY, LOTHROP
Entered service Sept. 23, 1918; 1st Lt., E. O. T. S. Discharged Jan. 11, 1919. Camp Humphreys.

CROSBY, WALTER WILSON
Entered service Aug. 24, 1917, as Maj., Engrs., N. A.; Lt. Col., Engrs., N. A., Sept. 7, 1917. Overseas service June 17, 1917–Oct. 12, 1919. Discharged June 30, 1919. With 104th Engrs. as 2d in command; at H. Q., 7th Army Corps; Office, Chf. Engr., A. E. F. Diploma from Gen. Pershing for meritorious service. Two stars.

CROSSON, WILLIAM HENRY
Entered service May 8, 1917; 1st Lt., E. O. R. C., June 13, 1917; Capt., Engrs., U. S. A., Apr. 8, 1919. Overseas service Nov. 11, 1917–Aug. 4, 1919. With 20th, 128th, and 2d Engrs.

CROWELL, FRANCIS STIRLING
Entered service June 25, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged Aug. 31, 1919. Asst. to Const. Q. M., Army Supply Base, Brooklyn, N. Y., in chg. constr. piers and bulkhead.

CUDEBEC, ALBERT BENNETT
Entered service July 28, 1917, as Capt., Engrs., N. A.; Maj., Engrs.. U. S. A., Feb. 13, 1919. Overseas service Aug. 17, 1917–May 30, 1919. Discharged June 17, 1919. On Technical Staff, Director Gen. Transportation. A. E. F.; Chf. of Technical Bd., G. P. B.; Liaison officer between U. S., French, and British Engrs.; U. S. Liquidation Comm. Chevalier, Legion d'Honneur; Officier d'Academie, with Silver Palms. One star.

CULVER, ARTHUR
Lt., Royal Engrs., B. E. F.*

CUNLIFF, CHARLES, JR.
Entered service Mar. 18, 1918; 2d Lt., Engrs., N. A., June 3, 1918. Discharged Dec. 13, 1918. With 32d Engrs.; with 54th Engrs., Camp Dix; 403d Engrs., Camp Douglas; in command E. O. T. S., Ft. Douglas, Utah.

CUNNINGHAM, JOHN GEORGE LAWRENCE
Capt., Ord. Dept., U. S. A.*

CURFMAN, LAWRENCE EVERETT
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 23, 1917; Maj., E. O. R. C., Aug. 15, 1917; Lt. Col., Engrs., N. A., June 12, 1918. Overseas service June 12, 1918–Jan. 13, 1919. Discharged Jan. 17, 1919. With 314th Engrs., as Bn. Comdr., and 2d in command.

CURLEY, JAMES FRANCIS
Entered service Sept. 4, 1918, as Maj., Ord. Dept., U. S. A. Discharged Dec. 6, 1918. Office, Chf. of Ord., U. S. A., Chf. of Progress Sec.; Production Div.; Purchase, Storage and Traffic Div., General Staff.

CURREY, JOHN WAGGONER
Entered service May 8, 1917; 1st Lt., E. O. R. C., May 16, 1917. Overseas service Aug. 8, 1918–Sept. 26, 1919. Discharged Oct. 2, 1919. Dist. Engr. Officer, Laredo, Tex.; with 115th Engrs. at Camp Kearny; with Chf. Engr., 3d Army, A. E. F. One star.

CURRIE, THOMAS AUSTIN, JR.
Sgt., Engrs., U. S. A., A. E. F.*

CURTIS, VARNUM PIERCE
Capt., Engrs., U. S. A.*

CUSHING, EDWARD BENJAMIN
Entered service June 14, 1917, as Maj., E. O. R. C.; Lt. Col., T. C., N. A., Feb. 28, 1918; Col., T. C., U. S. A., Apr. 18, 1919. Overseas service July 28, 1917–Aug. 8, 1919. Discharged Sept. 28, 1919. Supt., A. T. S., La Rochelle Dist. and Marseilles, France; Gen. Supt. Transportation, Mediterranean ports; Dept. Dir., A. T. S., Base Sec. No. 9; Member various boards investigating base ports for American forces, Inter-Allied Comm. for the transportation of supplies to the allied armies in Germany. Two diplomas for meritorious service; Legion d'Honneur. Two stars.

CUTLER, LEON GEORGE
Entered service Aug. 25, 1917; Capt., C. A. C., N. A., Nov. 27, 1917. Overseas service May 10, 1918–Mar. 25, 1919. Discharged Mar. 30, 1919. With 57th Regt., C. A. C., in St. Mihiel and Meuse-Argonne offensives.

DAAE, HANS ANDREAS
Entered service Nov. 4, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 10, 1918.

DALLIS, PARK ANDREW
Capt., Engrs., U. S. A.*

DALY, ALBERT PETER VINCENT
2d Lt., Connaught Rangers, B. E. F.*

DALY, DAVID AUGUSTUS
Capt., Engrs., U. S. A., A. E. F.*

DALY, JOHN WILLIAM
Entered service Aug. 23, 1917; 2d Lt., Inf., N. A., Nov. 23, 1917; 1st Lt., Inf., U. S. A., Sept., 1918. Overseas service Oct. 1918–Mar., 1919. Discharged Mar., 1919.

DANFORTH, GEORGE CLAPP
Entered service Dec. 1917; Capt., Engrs., N. A., Sept. 26, 1917. Overseas service June 9, 1918–June 27, 1919. Discharged July 30, 1919. With 602d Engrs., Camp Humphreys and overseas; with 1st Army, A. E. F., St. Mihiel and Meuse-Argonne offensives. Three stars.

DARLING, CLINTON STOWELL
Entered service July 27, 1917, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., Aug. 9, 1917; Sgt., Engrs., N. A., Sept. 26, 1917; 2d Lt., Engrs., N. A., Dec. 25, 1917; 1st Lt., Engrs., N. A., Apr. 19, 1918; Capt., Engrs., U. S. A., Sept. 14, 1918. Overseas service May 8, 1918–Sept. 29, 1919. Discharged Oct. 17, 1919. Co. duty with 108th Engrs., Topographic Officer. Three stars.

DARVILLE, MERTON ARTHUR
2d Lt., Engrs., U. S. A., A. E. F.*

DAVIDSON, GEORGE BURRETT
Entered service Sept. 2, 1917; 2d Lt., Engrs., N. A., July 24, 1917. Overseas service July 10, 1918–Aug. 4, 1919. Discharged Aug. 29, 1919. With 29th Engrs.; H. Q., 26th Div., A. E. F.; Topographic Officer.

DAVIES, JOHN PERCIVAL
Entered service Jan. 17, 1918, as Capt., Ord., N. A. Discharged Jan. 7, 1919. Acting Adj., Drop Bomb Unit, Aircraft Armament Sec., Ord. Corps.

DAVIS, CHANDLER
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 23, 1917; Maj., Engrs., U. S. A., Apr. 9, 1919. Overseas service Dec. 4, 1917–Sept. 17, 1919. Discharged Oct. 5, 1919. With 6th Engrs. as Topographic and Co. Officer; C. O., 1st Engrs. Casual Co.; with Sec. Engr., Base Sec. No. 1, on English front and in St. Mihiel and Meuse-Argonne offensives. Military Cross, Great Britain. Three stars. One wound.

DAVIS, DANIEL ELIAS
Entered service May 13, 1917; 1st Lt., E. O. R. C., June 13, 1917; Capt., Q. M. C., Constr. Div., Mar. 28, 1918. Discharged Oct. 25, 1919. Asst. Const. Q. M. at Camp Hancock, Baltimore Depot Warehouses; Const. Q. M. and Utilities Officer.

DAVIS, FREDERICK AUGUSTUS WILLIAM
Entered service June 22, 1917; 1st Lt., E. O. R. C., July 21, 1917; Capt., Engrs., July 30, 1918. Overseas service May 17, 1918–Sept. 7, 1918. Discharged Jan. 14, 1919. With 102d Engrs. and 3d British Corps, Ypres-Kemmel, Belgium; in chg. operations M. T. Service, Camp Humphreys; Asst. Div. Engr., Camp Lewis. Two stars.

DAVIS, JOHN CHARLES
Entered service May 8, 1917; Capt., C. A. C., N. A., Aug. 15, 1917. Discharged Dec. 24, 1918. With C. A. C. at Ft. Monroe; with 40th Artillery.

DAVIS, ROBERT MENEES
Entered service Dec. 28, 1917; 1st Lt., E. O. R. C., July 20, 1917; Capt., Engrs., N. A., July 13, 1918. Overseas service Aug. 1, 1918–May 29, 1919. Discharged June 3, 1919. Co. Comdr., 57th Engrs.; Supt. of Ports at Villeveuve le Roi and Grigny, France, Inland Waterway Transport.

DAVY, JESSE JOHN
Entered service May 8, 1917; 1st Lt., E. O. R. C., July 11, 1917; Capt., Engrs., U. S. A., Sept. 27, 1918. Overseas service Jan. 23, 1918–June 9, 1919. Discharged July 8, 1919. Co. Comdr., 23d Engrs.; on staff of Chf. Engr., 1st Army, A. E. F.; Toul Sector, Chateau-Thierry, Vesle, St. Mihiel and Meuse-Argonne operations. Three stars. Wounded at Romagne-sous-Montfaucon Oct. 27, 1918.

DAY, WARREN ELLIS
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 26, 1917. Overseas service July 10, 1918–July 17, 1919. Discharged Aug. 13, 1919. Co. Comdr., 45th Engrs.; C. O., T. C. troops, Camp Montoir, France.

DEAN, BERTRAM DODD
Entered service May 10, 1917; Capt., E. O. R. C., June 13, 1917; Acting Maj., Engrs., U. S. A., Nov. 12, 1918. Overseas service Feb. 28, 1918–May 22, 1919. Discharged July 8, 1919. Co. Comdr., Supply Officer and Regtl. Adj., 25th Engrs.; special duty with Hospitalization Section, Office, Chf. Engr., A. E. F.; in chg. hosp. constr. at La Suze, France; constr. and maintenance of roads; Meuse-Argonne offensive. One star.

DEAN, WILLIS JOHNSON
Entered service May 11, 1918, as 1st Lt., Q. M. C., Constr. Div., N. A.; Capt., Q. M. C., Constr. Div., U. S. A., Oct. 22, 1918. Discharged May 15, 1919. On duty at Washington, D. C.; Asst. to Const. Q. M., Army Supply Base, Brooklyn, N. Y.; in chg. design and constr. additions to Benicia, Cal., Arsenal; Asst. to Chf. of Production Sec., Eng. and Standardization Branch, Gen. Staff, Washington, D. C.

de CHARMS, RICHARD, JR.
Entered service May 8, 1917; 1st Lt., Engrs., N. A., Sept. 8, 1917. Overseas service Nov. 26, 1917–June 9, 1919. Discharged July 8, 1919. With 503d and 21st Engrs.; special duty as Chf. Draughtsman, Dept. Railroads and Docks, Constr. and Forestry Div., Office, Chf. Engr., A. E. F.; Toul Sector, St. Mihiel and Meuse-Argonne offensives. Two stars.

DECKER, ARTHUR JAMES
Entered service Oct. 22, 1918, as Capt., San. C., U. S. A. Discharged Jan. 4, 1919. Camp San. Engr., Camp Meade.

DEETS, EDWARD HENDERSON
Entered service Aug. 5, 1917; 1st Lt., E. O. R. C., June 23, 1917; Capt., Q. M. C., Constr. Div., N. A., Mar. 18, 1918. Discharged Sept. 2, 1919. Asst. to Const. Q. M., Camp Kearny, Ft. Rosecrans, Ft. Mason, Ft. H. G. Wright; Const. Q. M., Chapman Field. Fla.

DE GARMO, ROBERT MAX
Entered service July 21, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs., N. A., Feb. 28, 1918; Maj., Engrs., U. S. A., Mar. 4, 1919. Overseas service July 27, 1917–Mar. 25, 1919. Discharged Apr. 12, 1919. With 17th Engrs.; in chg. constr. docks and bridges, St. Nazaire, France. Diploma from Gen. Pershing for meritorious service.

DE GRAFF, CARLTON ROBB
1st Lt., Engrs., U. S. A.*

DEISER, NORMAN ARTHUR
2d Lt., F. A., U. S. A.*

DELAMATER, STEPHEN TRUESDELL
Entered service Oct. 27, 1918, as Capt., Q. M. C., Constr. Div., U. S. A.; Maj., Q. M. C., Constr. Div., U. S. A., June 8, 1919. Discharged Oct. 31, 1919. In chg. Bldg. Sec., Constr. Div.; Superv. Const. Q. M. at seven army camps.

DE LEUW, CHARLES EDMUND
Entered service May 10, 1917; 1st Lt., Engrs., N. A., July, 1917; Capt., Engrs., U. S. A., Aug. 10, 1918. Overseas service Apr. 29, 1918–Jan. 19, 1919. Discharged Jan. 22, 1919. With 4th Engrs.; Topographical Officer, Div. H. Q.; Aisne-Marne, St. Mihiel, Meuse-Argonne and Vesle operations. Distinguished Service Cross; Order of the Crown, Belgium. Four stars. One wound.

DE MOSS, SAMUEL
Entered service Apr. 19, 1918; as Pvt., A. S., N. A.; Sgt., Sig. C., U. S. A., Nov. 5, 1918. Discharged Dec. 15, 1918. On duty in Meteorological Sec.

DENT, ELLIOTT JOHNSTONE
Entered service June 19, 1897; through all grades in C. of E., U. S. A., to Col., Aug. 31, 1917. Overseas service June 23, 1918-Mar. 25, 1919. Organized 26th Engrs. and started organization of 24th and 34th Engrs.; C. O., 104th Engrs.; Div. Engr., 29th Div.; C. O., 4th Engrs.; Div. Engr., 4th Div. Citation for meritorious and conspicuous services. Two stars.

DERBY, GEORGE McCLELLAN
Entered service May 25, 1874; through all grades in C. of E., U. S. A., to Col., May 17, 1919. Retired Aug. 12, 1919. In chg. 4th Dist., Mississippi River.

DIESEM, HARRY CUSTER
Entered service May 1, 1918; Capt., Engr. R. C., Jan. 26, 1918. Discharged Oct. 28, 1919. Officer in chg. Dept. Eng. Depot, Ft. Leavenworth; C. O., 404th Engrs., Depot Detachment.

DIFFENDERFER, CLAUDE ORVILLE
Entered service May 14, 1917; Capt., Engrs., N. A., Aug. 14, 1917. Overseas service Aug 29, 1918–July 4, 1919. Discharged July 14, 1919. With 313th and 534th Engrs.

DILLMAN, GEORGE LINCOLN
Entered service Dec., 1917; Maj., Engrs., N. A., Mar. 17, 1918. Overseas service July 10, 1918–Jan. 21, 1919. Discharged Jan. 31, 1919. With 45th Engrs.; Engr., M. of W., standard gauge lines, S. O. S., A. E. F.

DOBSON, GILBERT COLFAX
Entered service May 8, 1917; Capt., E. O. R. C., May 5, 1917; Maj., Engrs., N. A., July 30, 1918. Overseas service June 12, 1918–Aug. 26, 1918. With 314th Engrs.

DODD, JOSEPH HOLMES LEE
2d Lt., British West Indies Regt.*

DOEBLER, VALENTINE SHERMAN
Entered service July 6, 1917; Capt., Q. M. R. C., May 22, 1917. Discharged Dec. 10, 1918; Const. Q. M., Ft. Meyer and at Williamsburg, Va.; Asst. Advisory Engr., camp transportation facilities, Constr. Div., U. S. A.

DOELEMAN, HERMAN FRANCOIS
Entered service Apr. 13, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged May 31, 1919. Special assignments in eng.; designed Camps Holabird, Perry, and Atlanta; Chf. of Steel Unit, Procurement Sec.; Sec. Chf., Bldg. Materials Sec., Washington, D. C.

DOHM, EDWARD CLARENCE
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Sept. 24, 1918–July 5, 1919. Discharged Aug. 1, 1919. C. O., 4th Engrs., Vancouver Barracks; C. O., detachment 2d Engrs.; in chg. Engr. Depot, Camp Humphreys; Engr. Officer, Camp Humphreys; C. O., 471st Engrs.; Co. Comdr., 605th Engrs.; with 29th Engrs. in front area surveys. One star.

DONAHEY, JOSEPH ALEXANDER
Entered service Aug. 20, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 23, 1918. With 147th Engrs.

DONALDSON, CARL S.
Pvt., Officers Training School, Heavy Artillery, U. S. A.*

DONLEY, WILLIAM McCLURG
Entered service May 7, 1918; Capt., Engrs., N. A., May 3, 1918. Discharged Feb. 1, 1919. Co. Comdr. with Replacements for 1st Engrs.; in chg. gen. eng. field constr.

DONNELLY, JOSEPH FRANCIS SINNOTT
Entered service Nov. 5, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 18, 1918. Duty with troops at Ft. Benjamin Harrison; with 32d Co. Engrs., unassigned; Asst. Personnel Officer.

DOTEN, LEONARD SMITH
Entered service June 1, 1917, as Capt., Q. M. C., N. A.; Maj., Q. M. C., Constr. Div., N. A., Mar. 18, 1918.

DOUGLASS, LOUIS REA
Entered service May 17, 1917; Capt., Q. M. C., N. A., Mar. 7, 1917. Discharged June 24, 1919. In chg. sewers and sewage disposal, cantonments, Leon Springs, Tex.; Const. Q. M., Leon Springs; in chg. constr. U. S. Gen. Hosp. No. 7, Baltimore; Const. Q. M., Henry Ford Hosp.

DOW, HEZEKIAH SHAILER
Entered service Nov. 14, 1917; 2d Lt., A. S., N. A., Nov. 12, 1917; 1st Lt., Engrs., U. S. A., Nov. 10, 1918. Overseas service Nov. 22, 1917–Jan. 4, 1919. Discharged Jan. 17, 1919. Supply Officer, H. Q., A. S., S. O. S., A. E. F.; Asst. to officer in chg. Hosp. Sec., Dept. of Constr. and Forestry; Office, Chf. Engr., A. E. F.

DOWNING, CARL E.
1st Lt., Engrs., U. S. A.*

DOYLE, JOHN STEPHEN
Entered service June 6, 1918; Capt., E. O. R. C., Jan. 19, 1917; Maj., Engrs. N. A., June 22, 1918. Discharged Jan. 17, 1919. Rivers and Harbors Sec., Office, Chf. of Engrs., Washington, D. C.

DRAYTON, NEWBOLD
Entered service Aug. 14, 1917, as Pvt., F. A., N. A.; Cpl., F. A., N. A., Apr., 1918; 2d Lt., F. A., U. S. A., Apr. 18, 1919. Overseas service May 19, 1918–May 22, 1919. Discharged May 24, 1919. With 108th F. A. Two stars.

DREW, CHARLES DAVIS
Entered service May 13, 1917; Capt., E. O. R. C., June 18, 1917; Maj., Engrs., U. S. A., May 7, 1919. Overseas service July 14, 1917–Apr. 26, 1919. Discharged May 5, 1919. Co. and Bn. Comdr., 11th Engrs.; Cambrai, St. Mihiel, Toul Sector, and Meuse-Argonne operations. Military Cross, Great Britain; Citation from Gen. Pershing for exceptionally meritorious service, Meuse-Argonne offensive.

DRUMMOND, WILLIAM WORRELL
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 28, 1917. Overseas service July 10, 1918–May 23, 1919. Discharged Aug. 6, 1919. Sales Officer, London, England; attached to 23d Engrs. during St. Mihiel offensive. One star.

DRURY, WILLIAM FISHER
Entered service May 16, 1918; Capt., Engrs., N. A. Discharged Apr. 5, 1919. Co. Comdr., 1st Replacement Regt., Engrs.

DuBOIS, GEORGE BACHE
Entered service May 8, 1917; 1st Lt., E. O. R. C., Apr. 27, 1917. Overseas service, Dec. 8, 1917–Aug. 25, 1919. Discharged Sept. 26, 1919. C. O., 6th Engr. Train. Cited in Divisional Orders, 3d Div. Wounded Oct. 26, 1918, at Cunel, Meuse-Argonne. Seven stars.

DUNLAP, WALTER HANNA
Entered service May 1, 1917; 1st Lt., E. O. R. C., Jan. 19, 1917; Capt., Engrs., U. S. A., Sept. 12, 1918. Discharged Dec. 12, 1918. With 306th Engrs. at Camp Jackson; 109th Engrs. at Camp Cody; 533d Engrs. at Camp Pike; with 3d and 4th Engr. Training Regts. at Camp Humphreys; with 212th Engrs. at Camps Forrest and Devens.

DUNN, BEVERLY CHARLES
Maj., Engrs., U. S. A.*

DUNSHEE, BERTRAM KELLOGG
Entered service May 8, 1917; 2d Lt., Engrs., N. A., Aug. 27, 1917; 1st Lt., Engrs., N. A., Dec. 29, 1917; Temporary Capt., Engrs., U. S. A., Sept. 3, 1918. Overseas service July 5, 1918–Feb. 4, 1919. Discharged Apr. 3, 1919. Topographic Officer, 316th Engrs. St. Mihiel and Meuse-Argonne offensives. Two stars. Wounded once.

DUPRE, WALLACE DUNCAN
Entered service Oct. 1, 1917, as 2d Lt., Inf., N. A.; 1st Lt., M. T. C., U. S. A., Sept., 1918. Overseas service Jan. 15, 1918–June 20, 1919. Discharged June 26, 1919. With 303d Repair Unit, in chg. gasoline and oil station at Nevers, France; Motor Transportation Despatcher, Nevers and Verneuil, France. Diploma for meritorious service.

DURHAM, HENRY WELLES
Entered service Sept. 2, 1917; Capt., Engrs., N. A., July 20, 1917; Maj., Engrs., N. A., Dec. 11, 1917. Overseas service Feb. 25, 1918–Oct. 1, 1919. Discharged Oct. 17, 1919. With 41st Engr. Road Bn. in chg. forestry operations near St. Dizier, France; with Sec. Engr., Intermediate Sec., A. E. F., in chg. bldg. constr.; in chg. Road Sec., Div. Constr. and Forestry, Office, Chf. Engr., A. E. F., supervising all road work, Lines of Communication, A. E. F. Officier Merite Agricole.

DURHAM, LEICESTER
Entered service May 13, 1917; Capt., E. O. R. C., June 28, 1917. Overseas service Feb. 26, 1918–Feb. 23, 1919. Discharged Feb. 28, 1919. Instr., E. O. T. S., Washington, D. C.; with 23d Engrs.; with 116th Engrs. as Topographic Officer and Personnel Adj.

DYKEMAN, CONRAD FRANCIS
1st Lt., Engrs., U. S. A., A. E. F.*

EAGER, VERNON MILTON
Entered service Nov. 9, 1917; 1st Lt., E. O. R. C., May 5, 1917; Capt., Q. M. C., Constr. Div., Mar. 18, 1918. Discharged Dec. 13, 1918. Asst. to Const. Q. M. at Raritan Arsenal; Asst. to Superv. Const. Q. M. on port terminals, Washington, D. C.

EASON, FRANK GARY
Entered service Jan. 1, 1918; Capt., Engrs., N. A., May 22, 1918. Overseas service June 10, 1918–Mar. 5, 1919. Discharged Apr. 5, 1919. Co. Comdr., 317th Engrs., during entire service. Meuse-Argonne offensive. Two stars.

EASTON, RUSSELL BURNS
Entered service July 30, 1917, as Capt., Engrs., N. A. Overseas service Jan. 7, 1918–Mar. 7, 1919. Discharged Mar. 21, 1919. Post Engr. at G. H. Q., A. E. F.; with War Damages Sec., U. S. Peace Comm.

EATON, HERBERT NELSON
Entered service Feb. 8, 1918, as Pvt., Sig. C., N. A.; Sgt., 1st Class, B. A. P., Dec. 15, 1918. Discharged Feb. 24, 1919. School of Aerial Photography. Cornell Univ.; 66th Aero Squadron, Eberts Field; Bureau of Standards, Washington, D. C.

ECKEL, EDWIN CLARENCE
Entered service May 1, 1917; Capt., E. O. R. C., Jan. 23, 1917; Maj., Engrs., U. S. A., Apr. 9, 1919. Overseas service Aug. 11, 1917–July 17, 1919. Discharged Aug. 9, 1919. Various staff assignments; C. O. of three companies, engr. troops.

EDDY, ALBERT CLARK
Entered service June 1, 1918, as Capt., Engrs., N. A. Overseas service June 30, 1918–July 4, 1919. Discharged July 26, 1919. Technical Officer, Montierchaume project; Engr. Officer in chg. constr. at Poitiers; Dist. Engr. of Roads.

EDDY, HAROLD MANSFIELD
Entered service Mar. 13, 1918, as Lt., Jr. Grade, C. E. C., U. S. N. R. F.; Lt., Aug. 29, 1918; Lt. Comdr., July 6, 1919. Asst. to, and Officer in Chg., constr. Navy and War Bldgs., Washington, D. C.; in chg. constr. dirigible hangar at Lakehurst, N. J.

EDGERTON, GLEN EDGAR
Entered service June 23, 1904; through all grades in C. of E., U. S. A., to Maj., May 15, 1917; Lt. Col., Aug. 5, 1917; Col., July 13, 1918. Returned to permanent grade of Maj., Mar. 21, 1920. Organized and trained 2d, 5th, 209th, 210th, 211th, 212th, 213th and 214th Engrs.

EDMONDSON, RALPH SELDEN
1st Lt., Engrs., U. S. A.*

EDMONSTON, ARTHUR DONALD
2d Lt., Engrs., U. S. A.*

EDWARDS, GEORGE GARRETT
Entered service May 8, 1917; Capt., Engrs., N. A., Aug. 15, 1917. Overseas service June 13, 1918–June 15, 1919. Discharged July 10, 1919. Co. Comdr., 315th Engrs.; St. Mihiel and Meuse-Argonne offensives; Sazerais Sector; Army of Occupation, Germany. Three stars.

EDWARDS, LATTA VANDERION
Entered service Oct. 16, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 19, 1918. With 138th Engrs.

EDWARDS, LLEWELLYN NATHANIEL
Capt., Engrs., U. S. A.*

EDWARDS, WILLIAM WATKYN
Entered service July 5, 1918, as Pvt., C. A. C., N. A.; 1st Lt., C. A. C., U. S. A., Dec. 19, 1918. Discharged Dec. 23, 1918. With 9th Co., C. A. C., Oahu, Honolulu; C. A. school troops.

ELDREDGE, CHARLES GUY
Entered service Jan. 3, 1918, as 1st Lt., San. C., N. A. Overseas service July 18, 1918–May 12, 1919. Discharged May 28, 1919. C. O., San. Squad Nos. 2 and 56, Water Supply; water supply and purification plant constr. and operation at St. Nazaire, France.

ELLIOTT, JAMES WILLIAM
Capt., Engrs., U. S. A., A. E. F.*

ELLIOTT, MALCOLM
Entered service May 15, 1917, as Capt., E. O. R. C.; Maj., E. O. R. C., Aug. 15, 1917; Lt. Col., Engr. R. C., June 15, 1918. Overseas service Sept. 9, 1918–June 30, 1919. Discharged July 28, 1919. Bn. Comdr., 2d in command, and C. O., 309th Engrs.; C. O., 310th and 602d Provisional Regts.

ELLIOTT, PERCIVAL
Entered service Apr. 4, 1918, as Pvt., Engrs., N. A.; Cpl., Engrs., U. S. A., Feb. 5, 1919. Overseas service May 10, 1918–May 23, 1919. Discharged June 12, 1919. With 33d Engrs. in gen. constr.

ELLIS, GWYNNE WALLACE
Entered service May 5, 1918, as Capt., Engrs., N. A. Discharged Feb. 28, 1919. With 1st Replacement Regt., Washington Barracks; with 210th Engrs.

ELLISON, ALEXANDER HALL
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 19, 1917; Capt., Engrs., N. A., Aug. 3, 1918. Overseas service Jan. 4, 1918–Jan. 3, 1919. Discharged Jan. 15, 1919. With 20th Engrs. at Camp Belvoir, topographic mapping; Office, Chf. Engr., A. E. F., assigned to Forestry Sec.; Asst. Officer in chg. Gen. Engr. Depot, A. E. F.; Office, Chf. Engr., A. E. F., in chg. Forestry Sec., and asst. in chg. Gen. Engr. Depot. One star.

ELTINGE, ORVILLE LAMONT
Entered service Aug. 17, 1918; 1st Lt., Engrs., U. S. A., Aug. 10, 1918. Discharged Jan. 15, 1919. Various duties at Camp Humphreys.

ELY, CARL BRANDES
Maj., A. S., U. S. A.*

EMBURY, AYMAR, 2d
Entered service Sept. 8, 1917, as Capt., Engrs., N. A.; Maj., Engrs. Overseas service Apr. 28, 1918–May 24, 1919. Discharged May 28, 1919. Office, Chf. of Engrs., Washington, D. C.; with 40th and 305th Engrs.; General Staff, G. H. Q., A. E. F.; Champagne, Marne, Marne-Aisne, Oise-Aisne, St. Mihiel, Meuse-Argonne operations; Toul and Vesle Sectors. Citation from Gen. Pershing. Six stars.

EMERSON, GEORGE DANA
Entered service Oct. 15, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Feb. 20, 1919. Asst. Const. Q. M., Army Supply Base, Boston, Mass

EMERSON, RAFFE
Lt., Flying Corps, U. S. N. R. F.*

EMORY, LLOYD TILGHMAN
Entered service Sept. 27, 1918; Capt., Ord. Dept., U. S. A., Nov. 5, 1918. Discharged Dec. 16, 1918. Progress Sec., Estimates and Requirements Div., Office, Chf. of Ord., Washington, D. C.

ENDICOTT, MORDECAI THOMAS
Entered service July 14, 1874; Comdr., Capt., Commodore and Rear-Admiral, C. E. C., U. S. N. Pres., Examining Bd. for entrance into reserve and regular service, C. E. C., U. S. N., Bureau Yards and Docks, Washington, D. C.; Member, Naval Bd. on Award of Medals.

ENGER, ARTHUR LUDWIG
Entered service June 21, 1917; Capt., E. O. R. C., May 5, 1917. Discharged Sept. 27, 1919. Officer in chg. Engr. Sub-Depot, Camp Cody; Zone Supply Officer, El Paso, Tex.

ESTES, FRANKLIN EDWARD
Entered service May 14, 1917; Capt., E. O. R. C., May 10, 1917; Maj., Army Service Corps., U. S. A., Oct. 15, 1918; Lt. Col., Army Service Corps, U. S. A., Feb. 17, 1919. Overseas service July 28, 1917–Oct. 28, 1919. Discharged Oct. 30, 1919. Co. Comdr., Bn. Adj. and Supply Officer, 17th Engrs.; in chg. Administrative Labor Cos.; Director, Army Service Corps. Diploma from Gen. Pershing for meritorious service; Chevalier, Legion d'Honneur; Officer, Order of the Crown, Italy.

EVANS, EDWARD MONTAGUE
Entered service Oct. 28, 1918, as 1st Lt., M. T. C., U. S. A. Discharged Oct. 16, 1919. Office of Chf., M. T. C., Washington, D. C., in chg. convoy service of Operations Div.

EVERETT, CHESTER McKENZIE
Entered service Aug. 29, 1918, as Capt., San. C., U. S. A. Discharged Dec. 12, 1918. Camp San. Engr., Camp Funston.

EVERETT, RALPH BURROWS
Entered service Nov. 21, 1917, as Pvt., Engrs., N. A.; Pvt. 1st Class, Dec., 1917. Overseas service Mar. 30, 1918–Mar. 5, 1919. Discharged July 19, 1919. With 23d Engrs. in gen. constr., mainly highway work.

EVERHAM, ARTHUR CASSIDY
Entered service Apr. 30, 1918; Maj., Q. M. C., Constr. Div., N. A., Apr. 30, 1918. Discharged Feb. 16, 1919. Asst. Sec. Chf., Ord. Group, Constr. Div.

FAIRCHILD, JOHN FLETCHER
Entered service Jan. 28, 1918; Maj., Engrs., N. A., Feb. 1, 1918. Overseas service Sept. 4, 1918–June 25, 1919. Discharged July 25, 1919. H. Q. Brig., 1st Corps Troops, Camp Wadsworth; in chg. sewers, road and bridge work, 3d Bn., 56th Pioneer Inf.; Asst. Comdr., Sub-Post at West Trier, Germany, 3d Army; Meuse-Argonne offensive.

FAIRLIE, JOHN WALKER
1st Canadian Expeditionary Force, B. E. F.*

FAIRMAN, JAMES ROBERT
Capt., T. C., U. S. A., A. E. F.*

FALK, MYRON SAMUEL
Entered service Dec., 1917, as Maj., Ord. C., N. A.; Lt. Col., Ord. C., Apr., 1919. Discharged July, 1919.

FARLEY, MARCUS MARTIN
Entered service Sept. 7, 1917; 1st Lt., Engrs., N. A., Nov. 9, 1917. Discharged Dec. 18, 1917. With 143d Engrs.

FARRIN, JAMES MOORE
Entered service Sept. 2, 1917, as Capt., Engrs., N. A. Overseas service Jan. 24, 1918–Aug. 1, 1919. Discharged Jan. 23, 1920. With 20th, 21st, 302d and 2d Engrs.; Adj., 6th Bn., Special Forestry Regt.

FASSETT, EARLE WALKER
Capt., Engrs., U. S. A., A. E. F.*

FAWCETT, PHILIP NORRISON
Entered service Mar. 18, 1916, as 2d Lt., Royal Engrs., British Army; 1st Lt., Sept. 18, 1917; Capt., Aug., 1919. Overseas service Feb. 11, 1916–Aug. 28, 1919. Discharged Aug. 20, 1919. With 232d Light Ry. Forward Co.

FEIGEL, JOHN HENRY
Entered service Aug. 9, 1917; 1st Lt., E. O. R. C., June 16, 1917. Overseas service Jan. 15, 1918–June 6, 1919. Discharged Aug. 15, 1919. Bn. Supply Officer, 20th Engrs.; Co. Comdr., 1st and 305th Engrs. Citation for especial service and bravery, Meuse-Argonne offensive. Three stars. One wound.

FEINER, MARK ANTONY
Entered service Apr. 20, 1918, as Pvt., Sig. C., N. A.; Sgt., Sig. C., U. S. A., Dec. 20, 1918. Discharged Apr. 21, 1919. With Meteorological Sec.

FELTHAM, PERCY MARSHALL
Entered service June 7, 1918, as Capt., Engrs., N. A. Discharged Mar. 30, 1920. With 79th Engrs.; wounded by premature explosion of hand grenade.

FENSTERMAKER, DEWITT CLINTON
Capt., Engrs., U. S. A.*

FERGUSON, HARRY FOSTER
Entered service May 13, 1917; 1st Lt., E. O. R. C., June 15, 1917. Overseas service Dec. 11, 1917–Jan. 25, 1919. Discharged Jan. 31, 1919. With H. Q., Advance Sec., A. E. F.

FERNALD, GORDON HILDRETH
Entered service May 12, 1917; 1st Lt., E. O. R. C., Feb. 14, 1917; Capt., Engr. R. C., Apr. 15, 1918. Overseas service July 7, 1918–May 29, 1919. Discharged June 7, 1919. With 304th Engrs. Divisional Citation. Three stars. One wound.

FICKES, CLARK ROBINSON
Entered service July 16, 1918, as Maj., Engrs., N. A. Overseas service Aug. 15, 1918–Jan. 20, 1919. Discharged Jan. 30, 1919. C. O. in chg. constr., Talmont project, France.

FIEBEGER, GUSTAVE JOSEPH
Entered service June 13, 1879; through all grades in C. of E., U. S. A., to Capt., 1896, when transferred to U. S. Military Academy as Prof. of Eng. Overseas service Oct. 1917–Apr., 1919. Military Observer, British and French fronts and schools of British, French and American Armies.

FIELD, ARTHUR MAXWELL
Entered service June 21, 1918, as Pvt., C. A. C., N. A.; 2d Lt., C. A. C., U. S. A., Sept. 25, 1918. Discharged Dec. 13, 1918. Advance Orientation School for Officers; Bn. Orientation Officer, 40th Artillery.

FIFER, FRANK PRESTON
Entered service May 6, 1917; Capt., E. O. R. C., June 13, 1917. Overseas service Aug. 9, 1917–Mar. 1, 1919. Discharged Jan 13, 1920. Supt. of constr., base hospitals, A. E. F., with French labor. One star.

FINLEY, CHARLES MacFARLANE
Capt., Engrs., U. S. A., A. E. F.*

FINNELL, WOOLSEY
Entered service Sept. 12, 1917; Maj., E. O. R. C., June 19, 1917; Lt. Col., Engrs., U. S. A., Sept. 14, 1918. Overseas service Nov. 26, 1917–July 5, 1919. Discharged Sept. 16, 1919. Bn. Comdr., 20th Engrs.; C. O. 501st Engrs. and U. S. troops at A. P. O. 741. A. E. F.; with U. S. Peace Commission in charge transportation and public utilities; G-5. G. H. Q., Paris Section, in chg. field work of Dept. of Citizenship. Legion d'Honneur; diploma from Gen. Pershing for meritorious service.

FISHER, GEORGE JOSEPH
Entered service Oct. 12, 1917, as Pvt., Engrs., N. A.; 2d. Lt., Engrs., N. A., Aug. 1, 1918; 1st Lt., Engrs., U. S. A., Oct. 1, 1918. Discharged Feb. 6, 1919. With 316th and 219th Engrs., and 219th Engr. Train.

FISHER, JANON
Entered service Dec. 28, 1917; Maj., E. O. R. C., July 10, 1918. Overseas service Aug. 29, 1918–Apr. 25, 1919. Discharged Apr. 29, 1919. C. O., 522d Engrs., Camp Humphreys and with 1st and 2d Armies, A. E. F., in Meuse-Argonne offensive.

FISK, CLINTON HINCKLEY
Entered service Apr. 5, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged July 10, 1919. Superv. Const. Q. M., Army Supply Bases at Boston, Brooklyn and New Orleans.

FITZ GERALD, CHRISTOPHER COLUMBUS
Entered service Jan. 12, 1918; Maj., Engrs., N. A., Sept. 19, 1917. Overseas service June 15, 1918–June 9, 1919. Discharged July 29, 1919. With 32d Engrs.; training engr. units for overseas duty; in chg. St. Sulpice supply base project, Gironde, France; Supt. Roads, Base Sec. No. 2, A. E. F.

FITZ GERALD, GERALD CHAPMAN
Entered service June 19, 1917, as 1st Lt., E. O. R. C.; Capt., Engrs., U. S. A., Sept. 18, 1918. Overseas service Sept. 24, 1918–Aug. 27, 1919. With 7th and 319th Engrs.

FITZPATRICK, FRANCIS JAMES
Entered service Feb. 23, 1917, as Capt., E. O. R. C. Overseas service Jan. 23, 1918–June 6, 1919. Discharged July 23, 1919. With 316th Engr. Train and 508th Engrs. as Co. Comdr.; Asst., Roads Officer, 1st Army, and Dist. Roads Officer, Base Sec. No. 7, A. E. F.; Seicheprey and Xivray operations in Toul Sector; St. Mihiel and Meuse-Argonne offensives. Three stars.

FITZPATRICK, MARK WILLIAM
Sgt., Engrs., U. S. A., A. E. F.*

FLAGG, HERBERT JUDSON
Entered service July 25, 1917, as 1st Lt., C. A. C., N. A.; Capt. C. A. C., N. A., Nov. 27, 1917. Discharged May 7, 1919. Adj., Ft. Flagler, Wash.; Instr., C. A. School, Ft. Monroe, Va.; Coast Defense Artillery Engr.

FLAGLER, CLEMENT ALEXANDER FINLEY
Entered service June 10, 1885; through all grades in C. of E., U. S. A., to Brig. Gen., Dec. 17, 1917; Maj. Gen., Engrs., U. S. A., Oct. 1, 1918. Overseas service May 26, 1918–Apr. 7, 1919. C. O., 7th Engrs.; C. O., 5th F. A. Brig.; C. O., Corps Artillery, 3d Corps; C. O., 42d Div., St. Mihiel and Meuse-Argonne offensives. Officier, Legion d'Honneur; Croix de Guerre with Palm. Three stars.

FLEMING, BURTON PERCIVAL
Entered service May 7, 1918; Capt., Engrs., N. A., Jan. 28, 1918. Overseas service Aug. 15, 1918–July 27, 1919. Discharged Aug. 15, 1919. With 4th Bn., 34th Engrs.; Executive and Shop Officer, Advance Engr. Supply Depot No. 1, A. E. F.

FLICK, JOHN KRAMER
Entered service Dec. 17, 1917; Capt., E. O. R. C., June 23, 1917. Discharged Mar. 7, 1919. Asst. to Const. Q. M., Ord. Depot, Curtis Bay, Md.

FLOOK, LYMAN RUSSELL
Entered service Jan. 3, 1918; 1st Lt., Ord. C., Nitrate Div., N. A., Dec. 14, 1917. Discharged May 31, 1919. Insp., U. S. Nitrate Plant No. 1, in chg. constr.

FOGERTY, MERTON SHUMWAY
Entered service Apr. 17, 1918, as Pvt., Aviation Sec., Sig. C., N. A.; Sgt., Sig. C., U. S. A., Nov. 1, 1918; Sgt., 1st Class, Sig. C., U. S. A., Feb. 1, 1919. Overseas service Aug. 31, 1918–June 16, 1919. Discharged June 23, 1919. H. Q., Meteorological Sec., Sig. C., A. E. F., as Map Maker and Weather Forecaster; H. Q., 3d Army, A. E. F., in chg. map room.

FOGG, ALDEN KNOWLTON
Lt., Jr. Grade, C. E. C., U. S. N.*

FOLLIN, JAMES WIGHTMAN
Entered service Nov. 9, 1917, as 1st Lt., San. C., N. A.; Capt., San. C., U. S. A., Aug. 23, 1918. Discharged Oct. 16, 1919. H. Q., 35th Div., Ft. Sill, Okla.; in chg. water supply; Surgeon General's Office, Washington, D. C.

FOLLING, BJORNE NICOLAS
Capt., Engrs., U. S. A., A. E. F.*

FOOTE, OLNEY NORMAN
Entered service Feb., 1917, as 2d Lt., Cavalry, N. A.; 1st Lt., Inf., U. S. A., Feb., 1919. Overseas service July, 1918–June, 1919. Discharged June 30, 1919. In cavalry attached to 110th Inf.; with 322d Inf.

FORBES, FRANCIS BONNER
Entered service Aug. 7, 1918; 1st Lt., Engrs., N. A., July 13, 1918. Discharged Dec. 19, 1918. With 22d Engrs. at Ft. Benjamin Harrison, Ind.; with 55th Engrs., at Ft. Leavenworth, Kans.

FORBES, HYDE
Entered service June, 1918, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., Aug., 1918; Sgt., Engrs., U. S. A., Sept., 1918; 1st Lt., Engrs., U. S. A., Oct. 1, 1918. With 1st Replacement Regt.; Instr., E. O. T. S.

FORD, WILLIAM ELLIS
Entered service July, 1917; Capt., E. O. R. C., May 15, 1917. Discharged Oct. 2, 1919. Asst. Const. Q. M., Camp Pike and St. Louis Warehouse; Const. Q. M. at Camp MacArthur.

FORSTER, ARTHUR OSCAR
Capt., Q. M. C., U. S. A.*

FORTER, CECIL ALFRED
Entered service Aug. 26, 1918, as 1st Lt., Sig. C., U. S. A. Discharged Jan. 30, 1919. Asst. Camp Engr., and Camp Engr., Camp Greenleaf.

FORTER, SAMUEL ALEXANDER
Entered service Apr. 11, 1918, as Lt. Jr. Grade, C. E. C., U. S. N. R. F.; Lt., Nov. 1, 1918. Overseas service May 20, 1918–June 10, 1919. Released from active service July 19, 1919. Public Works Officer, Pauillac, and Aide for Aviation, Brest, France. Gold medal from City of Lille, Nord, France.

FORTNEY, CAMDEN PAGE
Entered service Sept. 2, 1917, as Capt., Engrs., N. A. Discharged Feb. 6, 1919. American Univ.; Gen. Engr. Depot.

FOSTER, CLARENCE MARVIN
Entered service Jan. 6, 1918; Capt., Q. M. C., Constr. Div., N. A., Apr. 4, 1918; Maj., Q. M. C., Constr. Div., U. S. A., Apr. 29, 1919. Contr. Officer, Procurement Div.; Member, Bd. of Cont. Review, and Claims Bd., Constr. Div.

FOSTER, ERNEST HOWARD
Entered service Mar. 29, 1917, as Ensign, U. S. N. R. F. Released from active duty Nov. 18, 1917. Executive Officer, Sec. Base No. 8, Coast Patrol.

FOSTER, SAMUEL DAVIS
Entered service Nov. 29, 1917, as 1st Lt., F. A., N. A.; Capt., F. A., U. S. A., Sept. 4, 1918. Overseas service Apr. 30, 1918–Apr. 5, 1919. Discharged Apr. 8, 1919. Telephone Officer and Munition Officer, Brig. Staff, 53d F. A., Divisional citation, 91st Div.; Belgian War Cross. Gassed at Fismes.

FOUILHOUX, JACQUES ANDRE
Entered service May 15, 1917; Capt., F. A., N. A., Aug. 15, 1917. Overseas service May 20, 1918. Office, Chf. of Engrs., Washington, D. C.; Topographic Officer, 211th Engrs. Training, Camp Doniphan; Operation Officer, 129th F. A., Langres, France; Conducting Officer, G-2-E, G. H. Q., A. E. F.; Liaison Officer, G-5, G. H. Q., A. E. F. Three stars.

FOUNTAIN, THOMAS LILLY
Entered service Nov. 16, 1917; Capt., E. O. R. C., June 23, 1917. Overseas service Dec. 12, 1917–Aug. 12, 1919. Discharged Aug. 29, 1919. With Chf. Engr., Base Section No. 1, A. E. F., in sewer design and constr., St. Nazaire, France.

FOWLER, CHARLES WORTHINGTON
Entered service Sept. 14, 1917; 1st Lt., A. S., N. A., Sept. 4, 1917. Overseas service Mar. 4, 1918–May 1, 1919. Discharged June 7, 1919. C. O., 73d, later 485th, Aero Constr. Squadron.

FOWLER, FRANK GEORGE
Entered service Nov. 5, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Jan. 9, 1919. In chg. road constr., Yorktown to Newport News, Va.

FOWLER, FREDERICK HALL
Entered service July 25, 1918; Capt., Engrs., U. S. A., Aug. 9, 1918. Discharged Dec. 23, 1918. Office, Chf. of Engrs., Washington, D. C.; Topographic Officer, 211th Engrs.

FOX, HENRY
Entered service Sept. 1, 1917; Capt., E. O. R. C., June 17, 1917. Discharged Sept. 22, 1918. Army Service School, Ft. Leavenworth; with 314th Engrs., Camp Funston; with 312th Engrs., Camp Pike; with 543d Engrs., Camp Pike; with 12th Engrs. Replacement Regt.

FOX, STEPHENSON WATERS
Entered service Nov. 22, 1917; Maj., Engrs., N. A., Nov. 3, 1917. Discharged Mar. 31, 1919. Asst. to Secy., Inland Water Transportation Comm., Office, Chf. of Engrs.; Engr. of Contracts and Constr., Div. of Inland Waterways, U. S. R. R. Administration.

FRANK, GEORGE STEDMAN
Entered service July 17, 1917, as 1st Lt., Aviation Sec., N. A.; Capt., A. S., U. S. A., Oct. 3, 1918. Overseas service July 18, 1917–Oct. 19, 1919. Discharged Oct. 21, 1919. Asst. Chf. Constr. Officer, Aerial Gunnery School, St. Jean des Monts, France; Chf. Constr. Officer, 2d and 3d Aviation Instruction Centers, Tours and Issoudun, respectively; Chf., Expeditions Sec., American Relief Administration, Paris.

FRANKLIN, WILLIAM HAWLEY
Entered service Sept. 10, 1918, as 1st Lt., Q. M. C., Constr. Div., U. S. A. Discharged Jan. 20, 1919. Asst. to Officer in Chg. Constr., Bethlehem Loading Co's Plant, Mays Landing, N. J.

FRANKS, JOHN BRANDON
Entered service Sept. 18, 1917, as 1st Sgt., Inf., N. A.; 2d Lt., F. A., N. A., June 1, 1918; 1st Lt., F. A., U. S. A., Sept. 22, 1918. With 353d Inf.

FREEMAN, WILLIAM BRADLY
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 23, 1917; Maj., Engrs., U. S. A., Apr. 7, 1919. Overseas service Feb. 19, 1918–June 14, 1919. Discharged July 20, 1919. Co. and Bn. Comdr., 509th Engrs.; Engr. in chg. constr., St. Nazaire and Montoir filter plants, France. Diploma from Gen. Pershing for meritorious service.

FRENCH, FRANK CHAUNCEY
Entered service Dec. 26, 1917; Capt., E. O. R. C., July 10, 1917; Maj., Engrs., N. A., July 30, 1918. Overseas service July 9, 1918–Sept. 10, 1918. Discharged Jan. 8, 1919. Co. Comdr., 525th Engrs., in varied constr. work in U. S. and France; trained 79th Engrs., Camp Leach, for sapper duty.

FRICKSTAD, WALTER NETTLETON
Entered service Oct. 19, 1918, as Capt., Engrs., U. S. A. Discharged Feb. 1, 1919. E. O. T. S., Camps Douglas and Humphreys.

FRIEDMAN, HARRY BAYARD
Entered service Aug. 23, 1917; 2d Lt., A. S., N. A., Nov. 27, 1917; 1st Lt., A. S., N. A., Apr. 1, 1918. Discharged Jan. 6, 1919. Asst. Engr. Officer, Ellington Field; C. O., 286th Aero Squadron and recruit detachments; Officer in chg. Inf. training; flying duty at Kelly Field.

FRIES, AMOS ALFRED
Entered service June 15, 1894; through all grades in C. of E., U. S. A., to Lt. Col., May 15, 1917; Col., Aug. 5, 1917; Brig. Gen., U. S. A., Aug. 16, 1918. Overseas service July 23, 1917–Dec. 18, 1918. Reverted to rank Lt. Col., Feb. 7, 1919. Director of Roads; Chf. of Gas Service, C. W. S.; C. O., Edgewood Arsenal. Distinguished Service Medal; Commandeur, Legion d'Honneur; Companion, Order of St. Michael and St. George, Great Britain; Special citation from G. H. Q., A. E. F. Three stars.

FRIESELL, FRANK McCLAREN
Entered service May 13, 1917; Capt., Engrs., N. A., July 20, 1917, unassigned. Discharged Nov. 15, 1917. Re-enlisted Feb. 12, 1918, as 1st Sgt., Engrs, N. A. Discharged Dec. 21, 1918. With 319th Engrs.; F. A. Officers' Training School.

FROISETH, RICHARD EUGENE
1st Lt., Engrs., U. S. A.*

FROST, EDWARD MURRAY
Lt., Jr. Grade, C. E. C., U. S. N.*

FRY, ALFRED BROOKS
Entered service May 25, 1886; through all grades to Comdr., U. S. N., Mar. 4, 1910; Capt., U. S. N., Mar. 27, 1916; Capt., U. S. N. R., July 1, 1918. Overseas service Dec. 7, 1917–Mar. 1, 1918. Engr. observation duty, U. S. S. *Leviathan;* Engr. Aide to Rear Admiral Burd; Ind. Mgr., Navy Yards, Brooklyn, N. Y., and 3d Naval Dist.; served at Paris, London, Liverpool, Calais, Brest, etc.

FURLOW, FELDER
Entered service Sept. 25, 1918; Capt., Engrs., U. S. A., Nov. 20, 1918. Discharged Dec. 18, 1918. Co. Comdr., 120th Engrs., Ft. Benjamin Harrison.

FYFE, JAMES LINCOLN
Entered service Mar. 23, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Oct. 17, 1919. Eng. Branch, Constr. Div., at Washington, D. C.; Constr. Q. M., Camp Pike.

GABELMAN, CHARLES GROVER
Entered service July 29, 1918, as 1st Lt., Engrs., N. A. Discharged June 4, 1919. With 2d Engr. Training Regt., Camp Humphreys.

GAILOR, CHESTER FRANCIS
Entered service Apr. 26, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Apr. 3, 1919. Chf., Industrial Service Sec., in chg. labor conditions, wage rates, etc.

GALBREATH, ALBERT WEBSTER
Entered service May 13, 1917; 1st Lt., E. O. R. C., June 16, 1917; Capt., Engr. R. C., Mar. 27, 1918. Overseas service July 28, 1917–Apr. 27, 1919. Discharged May 28, 1919. With 12th Engrs.; Maintenance, Asst. Traffic Officer and Traffic Officer, Somme Sector, Light Rys.; Asst. Supt., and Supt., Light Rys., St. Mihiel Sector.

GALLAGHER, LEONARD BRUCE
Entered service June 19, 1917, as 2d Lt., E. O. R. C.; 1st Lt., and Capt., Engr. R. C., July 7, 1918. Overseas service Jan. 1, 1918–July 22, 1919. With 117th, 116th, and 301st Engrs.

GALLOWAY, JOHN DEBO
Entered service Nov. 7, 1917; Maj., E. O. R. C., May 5, 1917. Overseas service Dec. 11, 1917–Jan. 22, 1919. Discharged Jan. 24, 1919. Gen. Staff, G. H. Q., A. E. F., assigned to G-2 (Intelligence). Diploma from Gen. Pershing for meritorious service.

GALVIN, JAMES AUGUSTINE
Entered service May 8, 1917; 2d Lt., E. O. R. C., Feb. 22, 1917; 1st Lt., Engrs., N. A., July 20, 1918. Overseas service Dec. 11, 1917–May 1, 1919. Discharged Oct. 31, 1919. With 301st Engrs. at Camp Devens; Engr. Officer, Gen. Staff College, Langres, France; Asst. Camp Engr., Camp Cox. Three stars.

GARDNER, WARREN
1st Lt., Engrs., U. S. A.*

GARLINGHOUSE, RALPH LEMAN
Entered service July, 1918, as Chf. Machinist's Mate, U. S. N. R. F.; Warrant Machinist, Jan., 1919; Ensign, May, 1919. Released from active duty June 16, 1919. U. S. S. *Wassaic.*

GARNETT, BENJAMIN JAY
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June, 1917. Overseas service Jan. 26, 1918–Mar. 1, 1919. Discharged Mar. 5, 1919. Constr., Advance Sec., S. O. S., A. E. F.

GARRETT, ROBERT PEEL
Entered service July 16, 1918, as Capt., Ord. C., N. A. Discharged July 9, 1919. On duty with Ry. and Seacoast Carriage Sec.

GATENS, RAY STUART
Entered service Mar. 1, 1918, as 1st Lt., Engrs., N. A.; Capt., Engrs., U. S. A., Jan. 26, 1919. Overseas service May 10, 1918–May 24, 1919. Discharged June 23, 1919. With 42d, 43d and 103d Engrs.; 1st Army, A. E. F.

GAUMER, ALBERT WESLEY
Entered service Aug. 12, 1918; 1st Lt., Engrs., U. S. A., Nov. 14, 1918. Discharged Jan. 17, 1919. With 4th and 8th Engr. Training Regts; Co. Comdr., 4th Engr. Training Regt.

GAUSMANN, ROY WARNER
Entered service May 8, 1917; Capt., E. O. R. C., Feb. 23, 1917; Maj., Engr. R. C., Jan. 7, 1918. Overseas service May 8, 1918–Jan. 8, 1919. Discharged Jan. 11, 1919. Co. Comdr., and Bn. Comdr., 303d Engrs.; British front, Strazelle Sector; St. Mihiel and Meuse-Argonne offensives. Wounded July 15, 1918.

GAYLER, ERNEST ROTTECK
Entered service Oct., 1902; through all grades in C. E. C., U. S. N., to present grade of Comdr.

GEIB, GEORGE ALBERT
Entered service May 11, 1917; 1st Lt., E. O. R. C., June 22, 1917; Capt., E. O. R. C., Aug. 15, 1917. Overseas service June 22, 1918–July 1, 1919. Discharged July 24, 1919. Adj., and Topographic Officer, 313th Engrs.; Co. Comdr., 527th Engrs.; St. Mihiel and Meuse-Argonne offensives. Two stars.

GENUNG, JAMES HOLCOMBE, JR.
Entered service May 26, 1917, as 2d Lt., E. O. R. C.; 2d Lt., F. A., N. A., Aug. 8, 1917; 1st Lt., F. A., N. A., Nov. 15, 1917; Capt., F. A., N. A., July, 1918; Maj., F. A., U. S. A., Sept., 1918. Overseas service May 1, 1918–Sept. 10, 1918. Co. Comdr., and Bn. Comdr., 21st F. A.; Bn. Comdr. 69th F. A.; C. O. 2d and 71st F. A.; Military Observer, 21st French Army Corps, Verdun and Champagne. Two stars.

GEORGE, HOWARD HOWELL
Entered service May 8, 1917; 1st Lt., E. O. R. C., Jan. 16, 1917; Capt., E. O. R. C., Aug. 15, 1917. Overseas service June 30, 1918–Jan. 26, 1919. Discharged Jan. 29. 1919. Co. Comdr., 305th and 55th Engrs.; Engr. Officer in chg. bldg. constr., Chateaureux Storage Depot Project; with Sec. Engr., Base Sec. No. 4, A. E. F.

GERNER, ANSON JOHN
Pvt., E. O. T. S., U. S. A.*

GETTY, LORENZO TODD
Entered service Nov. 2, 1917; 1st Lt., Aviation Sec., Sig. C., N. A., Oct. 25, 1917; Capt., A. S., U. S. A., Oct. 15, 1918; Maj., A. S., Feb. 21, 1919. Overseas service, Dec. 3,

1917–Apr. 20, 1919. Discharged May 7, 1919. Adj., 75th Aero Squadron; Constr. Supply Officer, Asst. Adj., Adj., and Executive Officer, A. S. Production Center No. 2. Chevalier, Ordre de l'Etoile Noire.

GIBBS, ELBERT ALLAN
Entered service Apr. 25, 1917; Capt., E. O. R. C., May 19, 1917; Maj., E. O. R. C., July 29. 1917; Lt. Col., Engr., R. C., June 17, 1918; Col., Engrs., U. S. A., Feb. 13, 1919. Overseas service July 9, 1917–July 7, 1919. Discharged July 24, 1919. With 5th, 15th, 32d, and 311th Engrs.; H. Q., S. O. S., A. E. F.; Chf., Gen. Constr. Sec., Div. of Constr. and Forestry, A. E. F.; served on various boards. Diploma from Gen. Pershing for meritorious service; Legion d'Honneur; Distinguished Service Medal. One star.

GIBBS, WILLIAM WETMORE†
1st Lt., Engrs., U. S. A., A. E. F.*
† Died Jan. 13, 1919.

GIBSON, THOMAS FENNER
Entered service Sept. 3, 1918, as Pvt., Inf., U. S. A.; Cpl., Inf., U. S. A., Nov. 1, 1918. Discharged Jan. 30, 1919. With 63d Inf.

GIESEN, WALTER EDWARD
Entered service July 23, 1918, as Pvt., U. S. M. C. Discharged Jan. 23, 1919. With 15th Marines.

GIESTING, FRANK ALEXANDER
Entered service May, 1917, as Maj., E. O. R. C.; Lt. Col., Engrs., N. A., Aug., 1918; Col., Engrs., U. S. A., Nov. 15, 1918. Overseas service Mar. 1917–May, 1919. Discharged May, 1919. With 302d Engrs. Croix de Guerre.

GIFFELS, WILLIAM CHARLES
Entered service May 14, 1917; 1st Lt., Engrs., N. A., Aug. 26, 1917. Overseas service July 16, 1918–July 18, 1919. Discharged Aug. 6, 1919. With 310th Engrs. in North Russia Military Cross, Great Britain; Order of St. Anne, Russia.

GILES, JOHN ANGUS
Entered service Sept. 9, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Jan. 31, 1919. Asst. Officer in Chg. Utilities, Camp Upton; Officer in Chg. Utilities, Gen. Hosp. No. 2; Asst. to Officer in Chg., Port Utilities, New York City.

GILMAN, EDGAR DOW
Entered service Mar. 15, 1918, as 1st Lt., C. W. S., N. A. Discharged Apr. 30, 1919. With 473d Engrs.; Chf. Gas Officer, Camp Greene; member Bd. of Officers for Determining Land Damage Claims; Camp Exchange Officer; Camp Adj.

GLADDING, JAMES NICKERSON
Entered service Sept. 27, 1916; Capt., Engrs., Casual, Aug. 2, 1916. Overseas service Feb. 29, 1918–June 2, 1919. Discharged June 2, 1919. Co. Comdr., 6th and 316th Engrs.; Graduate, School of Line, Langres, France; Div. Engr. Officer.

GLANDER, JOHN HENRY, JR.
Entered service June 7, 1918, as Ensign, C. E. C., U. S. N. R. F.; Lt., Jr. Grade, Dec. 5, 1918. Released from active service July 2, 1919. Constr. work at Washington, D. C., and Brooklyn, N. Y.

GLAZIER, WILLIAM LEONARD
Entered service July 31, 1917; Maj., Engrs., N. A., July 22, 1917. Overseas service July 10, 1918–July 29, 1919. Discharged Aug. 15, 1919. Organized and commanded 525th Engrs. Officier du Merite Agricole. Two stars.

GODDARD, LESLIE DREW
Entered service Dec. 28, 1917; Capt., E. O. R. C., June 30, 1917. Discharged Feb. 7, 1919. Asst. to Const. Officer, Camp Lee; Supervisor in chg. constr. at permanent arsenals.

GODFREY, ALEXANDER HOLLIS
Entered service Jan. 29, 1918, as Chf. Yeoman, U. S. N. R. F.; Ensign, U. S. N. R. F., May 30, 1918. Released from active duty Aug. 1, 1919. Paymasters' School, Naval Academy; Supply and Disbursing Officer, Naval Plant, Ft. Worth, and Ammunition Plant, Portsmouth, Va.

GODFREY, STUART CHAPIN
Entered service June 15, 1905; Capt., C. of E., U. S. A., at declaration of war; Maj., C. of E., U. S. A., Aug. 10, 1917; Lt. Col., C. of E., U. S. A., Jan. 5, 1918; Col., Engrs., N. A., Aug. 1, 1918. Overseas service May 10, 1918–Aug. 1, 1919. Instr. at Ft. Leavenworth; with 318th Engrs.; Engr. Personnel Officer, A. E. F.; Asst. to Chf. Engr., 1st Army; Executive Officer for Chf. Engr., 3d Army; Div. Engr., 2d Div., and C. O., 2d Engrs., Meuse-Argonne offensive. Officier, Order of Palms, France. One star.

GOETHALS, GEORGE RODMAN
Entered service June 16, 1904; through all grades in C. of E., U. S. A., to Maj. Aug. 22. 1917; Lt. Col., Dec. 20, 1917; Col., Aug. 1, 1918. Overseas service Apr. 7, 1917–May 24, 1919. Engr. Officer, H. Q., 1st Army Artillery; in chg. gen. constr., Office, Chf. Engr., 1st Army; C. O., 316th Engrs.; Div. Engr., 91st Div.; Engr. Member, Bd. of Officers to report on system of seacoast defenses employed by England, France, Italy, Austria and Turkey. Diploma from Gen. Pershing for meritorious service. Three stars.

GOETHALS, GEORGE WASHINGTON
Returned to active service from retired list Dec. 12, 1917; Maj. Gen., U. S. A. Returned to retired list at own request Mar. 4, 1919. Acting Q. M. Gen.; later, in addition, Director

of Storage and Traffic: Asst. Chf. of Staff, Director of Purchase, Storage and Traffic. Distinguished Service Medal; Commandeur, Legion d'Honneur; Knight Commander, Order of St. Michael and St. George, Great Britain.

GOLDEN, WILLIAM ANTHONY
Entered service June 1, 1917, as Seaman, 1st Class, U. S. N. R. F.; Ensign, U. S. N. R. F., Sept., 1917. Released from active duty, Dec. 12, 1918. Executive Officer, U. S. S. *Mary Alice*. Silver Medal of Honor awarded under Act of Congress.

GOLDSMITH, CLARENCE
Entered service Apr. 6, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Apr. 30, 1919. Advisory Engr. on fire prevention and Prin. Asst. to Advisory Engr. on water supply.

GOOCH, CARL JOSEPH
2d Lt., Engrs., U. S. A., A. E. F.*

GOODMAN, BENJAMIN SETH
Entered service Dec. 11, 1917, as Pvt., Engrs., N. A.; Sgt., 1st Class, Engrs., N. A., May 29, 1918; 2d Lt., Engrs., U. S. A., Aug. 20, 1918; 1st Lt., Engrs., U. S. A., Oct. 1, 1918. Overseas service Jan. 15. 1918–Nov. 25, 1920. Discharged Nov. 28, 1920. With 447th Depot Detachment; with 116th Engrs.; Asst. to Corps Engr., H. Q., 2d Ammunition Corps; with 315th and 1st Engrs.; Instr., Ecole Polytechnique, Paris. Three stars.

GOODMAN, LEON
Entered service July 6, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Sept. 17, 1918. Overseas service Sept. 17, 1918–June 29, 1919. Discharged July 11, 1919. C. O., 109th Engrs.; various assignments on hosp., bldg., and road constr.

GORDON, JOHN BLAKE
U. S. A., A. E. F.*

GORDON, SAMUEL
Lt. Comdr., C. E. C., U. S. N.*

GOSS, OLIVER PERRY MORTON
Entered service Dec. 22, 1917; Capt., Sig. C., N. A., Jan. 8, 1918. Discharged Jan. 13, 1919. In chg. Technical Sec., Spruce Production Div.

GOTWALS, JOHN CARL
Lt. Col., Engrs., U. S. A., A. E. F.*

GOUGH, WILLIAM JOSEPH
Entered service June 30, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., June, 1918. Discharged Mar. 12, 1919. With 316th, 318th, and 138th Engrs., and 3d Engr. Training Regt.

GOULD, WILLIAM TILLOTSON
Entered service May 22, 1917; Capt., E. O. R. C., June 28, 1917. Overseas service Dec. 14, 1917–Jan. 8, 1919. Discharged Jan. 13, 1919. With 301st Engrs., Camp Devens; in chg. erection of fuel oil and gasoline storage stations, Base Sec. No. 2, A. E. F.

GOW, CHARLES RICE
Entered service Feb. 8, 1918, as Maj. Q. M. C., N. A.; Lt. Col., Q. M. C., Constr. Div., U. S. A., May 3, 1919. Discharged Sept. 4, 1919. Const. Q. M., Army Supply Base, Temporary Warehouses, Boston, Mass.

GRADY, FRANK La SALLE
1st Lt., Inf., U. S. A., A. E. F.*

GRADY, PAUL LEO
1st Lt., Engrs., U. S. A.*

GRAETER, GEORGE CHRISTIAN
Entered service Apr. 16, 1917, as 1st Lt., E. O. R. C.; Capt., Engr., R. C., June 15, 1918. Overseas service Aug. 4, 1917–June 10, 1919. Discharged June 12, 1919. With Dept. Light Rys., Locating Engr., Resident Engr., Abainville Shops; Bn. Comdr. Two stars.

GRAFF, GEORGE WASHINGTON
Entered service June 24, 1918; Cpl., 155th Depot Brig., July 10, 1918. Discharged Nov. 29, 1918. Candidate, F. A. Training School.

GRANBERY, JULIAN HASTINGS
Entered service Sept. 15, 1916. Conducteur, S. S. U. 7, 2d French Army. Overseas service Sept. 15, 1916–Mar. 31, 1917. Discharged Mar. 31, 1917. With S. S. U., 21st Div.

GRANT, JOHN ROBERT
Entered service May 13, 1915, as 2d Lt., Royal Engrs., British Army; Lt., Jan. 1, 1916; Capt., Aug., 1916; Maj., Apr., 1918. Overseas service Mar. 2, 1915–Dec. 19, 1918. Discharged Apr. 29, 1919. Field Co. Officer; Adj., 24th Div.; C. O., 2d Field Co., 8th Div. Military Cross, Great Britain. Slightly wounded.

GRANT, KENNETH CROTHERS
Entered service Apr. 18, 1917, as Capt., E. O. R. C.; Maj., Q. M. C., Constr. Div., U. S. A., Oct. 17, 1918. Discharged Mar. 15, 1919. In chg. Engr. Sec. Constr. Div., Aviation Sec., Sig. C.; C. O., 499th Aero Squadron, Langley Field; in chg. constr. all camps and hosps. in northern U. S.

GRANT, ULYSSES S, 3d
Entered service June 13, 1899; through all grades in C. of E., U. S. A., to Maj. at declaration of war; Lt. Col., Aug. 5, 1917; Col., Dec. 20, 1917. Overseas service Jan. 12, 1918–Dec. 20, 1919. Office, Chf. of Engrs.; Office, Chf. of Staff; War College Div.;

member American Sec., Supreme War Council; Asst. Commissioner of American-German Conference on Prisoners of War; member International Joint Secretariat, Peace Conference. Officier, Legion d'Honneur; Distinguished Service Medal; Officer, Order of St. Maurice and St. Lazarus, Italy; Commander, Order of St. Michael and St. George, Great Britain; Order of Solidaridad, Panama. Lys defensive. One star.

GRAVELL, WILLIAM HENRY
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917; Maj., Engrs., U. S. A., Apr. 8, 1919. Overseas service July 10, 1918–Nov. 15, 1919. Discharged Sept. 15, 1919. Gen. Staff, G. H. Q., and H. Q., S. O. S., A. E. F.

GRAVES, EDWARD MICHAEL
Entered service Apr., 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., Dec., 1917. Overseas service June 30, 1918–Dec., 1918. Discharged Jan. 3, 1919. With 308th and 28th Engrs.; C. O., 529th Engrs.

GRAY, EARLE PIERCE
Entered service May 7, 1917; 1st Lt., E. O. R. C., Jan. 19, 1917. Overseas service Aug. 1, 1917–July 17, 1919. Discharged Aug. 9, 1919. With 16th, 21st, 302d and 310th Engrs.; Engr. School at Langres, France. Divisional Citation, 77th Div.; Order of St. Stanislaus, with sword and ribbon, Russia. Lys defensive; St. Mihiel and Meuse-Argonne offensives; Russian expedition. Four stars.

GRAY, WILLIAM BACON
Entered service Jan. 2, 1918; Maj., Q. M. C., Constr. Div., U. S. A., Sept. 24, 1918. Discharged July 17, 1919. H. Q., Constr. Div., Washington, D. C.; Const. Officer, Middletown Ord. Depot and Marlin Rockwell plant.

GREEN, CHARLES NEWTON
Entered service Dec. 28, 1917, as Maj., Engrs., N. A. Discharged Oct. 11, 1918. Camp Lee; Const. Q. M., Bag Loading Plant, Woodbury, N. J.; Washington, D. C.; Aberdeen Proving Grounds.

GREEN, CHARLES SAMUEL
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 18, 1917. Overseas service Nov. 10, 1918–July 5, 1919. Discharged July 14, 1919. Instr., Camp Lee; Co. Comdr., 3d Engr. Training Regt., Camp Humphreys; C. O., 549th Enrgs., Service Bn.

GREEN, CLARENCE JASPER
Entered service July 25, 1917, as 2d Lt., C. A. C., N. A.; 1st Lt., C. A. C., N. A., Nov. 28, 1917; Capt., C. A. C., U. S. A., Sept. 13, 1918. Discharged Dec. 28, 1918. Artillery Engr., Coast Defenses, Columbia River; Regtl. Orientation Officer, 39th Artillery.

GREEN, FREDERICK WILLIAM
Entered service May 7, 1917; Capt., E. O. R. C., Feb. 16, 1917; Maj., R. T. C., N. A., May 18, 1918; Lt. Col., R. T. C., U. S. A., Oct. 1, 1918. Overseas service July 28, 1917–Mar. 7, 1919. Discharged Mar. 13, 1919. Co. Comdr., 12th Engrs.; Supt. Transport Service at Brest and St. Nazaire, France; C. O., 1st Grand Div. T. C. Distinguished Service Medal; Officier, Legion d'Honneur.

GREENE, FREDERICK STUART
Entered service May 19, 1917; Capt., E. O. R. C., Apr. 21, 1917. Overseas service Mar. 29, 1918–Jan. 12, 1919. Discharged Mar. 11, 1919. Bn. Comdr., 302d Engrs. Four stars.

GREENFIELD, ROBERT ARTHUR
Entered service May 15, 1917. Capt., E. O. R. C., June, 1917; Maj., Engrs., N. A., July, 1918. With 303d Engrs.

GREGORY, JOHN HERBERT
Entered service Nov. 8, 1918; Capt., San. C., U. S. A., Nov. 2, 1918. Discharged Dec. 20, 1918. Camp Greenleaf.

GREGORY, LUTHER ELWOOD
Entered service Apr. 5, 1898; through all grades in C. E. C., U. S. N., to Capt., July 1, 1917. Public Works Officer, Puget Sound Navy Yard and Boston Navy Yard.

GREGORY, WILLIAM BENJAMIN
Entered service Sept. 26, 1917; Maj., E. O. R. C., March 10, 1917. Overseas service Oct. 3, 1917–Jan. 30, 1919. Discharged Feb. 6, 1919. Water Supply Office, H. Q., Div. Constr. and Forestry, A. E. F. Diploma from Gen. Pershing for meritorious service.

GREHAN, BERNARD HENRY
Entered service May 12, 1917; 2d Lt., E. O. R. C., June 28, 1917; 1st Lt., Engr. R. C., Dec. 31, 1917. Overseas service Aug. 25, 1918–July 6, 1919. Discharged July 25, 1919. With 312th Engrs.

GRIEST, MAURICE
Entered service Sept. 22, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 27, 1918. With R. T. C., Washington, D. C.; 4th Engr. Training Regt., Camp Humphreys.

GRIFFIN, JOHN ALDEN
Entered service May 8, 1917; Capt., Engrs., N. A., Aug. 23, 1917; Maj., Engrs., U. S. A., Oct., 1918. Overseas service July 6, 1918–Sept. 11, 1918. Discharged Jan. 25, 1919. With 316th and 607th Engrs.

GRIGSBY, WALTER BERTON
Entered service Sept. 4, 1917; 2d Lt., E. O. R. C., July 2, 1917; 1st Lt., Engrs., N. A., Dec. 11, 1917. Discharged Dec. 18, 1919. With 305th Engrs.; with 9th Engrs. as Adj., Supply Officer and Topographic Officer.

GRIMES, JAMES EDWARD
Entered service Mar. 23, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged Mar. 28, 1919. Asst. to Const. Q. M., Aberdeen Proving Grounds and T. A. Gillespie Loading Co., Morgan, N. J.; Asst. to Officer in Chg. of Utilities, Camp Grant.

GRINDROD, ERVIN SUTTON
Entered service Sept. 28, 1917; 1st Lt., Engrs., N. A., Aug. 15, 1917; Capt., Engrs., U. S. A., May 7, 1919. Overseas service May 10, 1918–July 5, 1919. Discharged July 29, 1919. With 101st Engrs.; Bn. Adj. and Supply Officer, 33d Engrs.; Engr. Officer in chg. constr., Div. of Constr. and Forestry, A. E. F. Diploma from Gen. Pershing for meritorious service.

GRISWOLD, HARRY TODD
Entered service July 28, 1917, as 2d Lt., C. A. C., N. A.; 1st Lt., C. A. C., N. A., Nov., 1917. Overseas service Mar. 28, 1918–Jan. 28, 1919. Discharged Jan. 28, 1919. With H. Q. Co., 56th Regt., C. A. C.; Artillery Intelligence Officer, G-2, 1st Army, A. E. F.

GRISWOLD, HECTOR CLINTON
Entered service June 15, 1917 as Lt., Jr. Grade, C. E. C., U. S. N.; Lt., C. E. C., U. S. N., Oct. 15, 1917. In chg. constr. at Washington, D. C.; member Examining Bd.; in chg. constr. at naval ammunition depots in New York Dist., and Public Works Office, Fleet Supply Base, South Brooklyn, N. Y.

GRODSKE, WALTER JOHN
Capt., Engrs., U. S. A.*

GROSS, FREDERICK HENRY
Entered service May 10, 1917, as 2d Lt., E. O. R. C.; 1st Lt., Engrs., U. S. A., Sept., 1918. Overseas service May 24, 1918–June 23, 1919. Discharged July 3, 1919. With 303d and 113th Engrs.

GROSS, HENRY McCORMICK
Entered service June, 1917, as 1st Lt., Inf.; 1st Lt., Machine Gun Bn., Aug. 25, 1917; Capt., Inf., U. S. A., Oct., 1918. Overseas service Oct. 1917–Apr. 1919. Discharged May, 1919. With 8th Penna. Inf.; 149th Machine Gun Bn.; Chf. Machine Gun Instr., 92d Div.; Aide to Maj.-Gen. William H. Hay. Cited in Brig. Operations Report, 55th Inf. Brig. Two stars.

GRUNAUER, MORTIMER
Entered service Apr. 4, 1918, as Pvt., F. A., N. A.; Sgt., F. A., N. A., Aug. 1, 1918. Overseas service Apr. 24, 1918–July 18, 1919. Discharged July 23, 1919. With 304th F. A.; Instr. in Orientation, F. A. School, Camp de Souge, France. One star.

GUILLEMETTE, JOSEPH DYDIME
Entered service Apr. 11, 1918, as Pvt., 1st Class, Aviation Section, Sig. C., N. A.; 2d Lt., A. S., N. A., July 19, 1918. Overseas service July 30, 1918–Jan. 7, 1919. Discharged Jan. 7, 1919. Office, Chf. Sig. Officer, H. Q., S. O. S., A. E. F.

GUNTHER, HERMAN DIETRICH
Entered service Apr. 2, 1918, as Pvt., Inf., N. A. Overseas service June 23, 1918–Mar. 23, 1919. Discharged Apr. 7, 1919. With 147th Inf. Two stars.

GUPPY, BENJAMIN WILDER
Entered service May 16, 1917, as Maj., E. O. R. C.; Lt. Col., Engrs., N. A., Mar. 19, 1918. Overseas service July 27, 1917–Feb. 9, 1919. Discharged Feb. 11, 1919. C. O., 14th Engrs.; 2d in command, Camp Hunt; Supt., Port Terminal Facilities, St. Nazaire, France; British front near Calais; Marne Salient; with 1st Army, 3d Corps, A. E. F.

GUPTILL, JOSEPH RICKER
Entered service Nov. 3, 1917; Pvt., Engrs., N. A., Nov. 14, 1917. Overseas service, Mar. 31, 1918–June 16, 1919. Discharged June 27, 1919. With 23d Engrs., gen. constr. highways and railroads; Meuse-Argonne offensive. One star.

GUTMAN, DAVID
Maj., Engrs., U. S. A.*

HAAS, PHILIP LIPPMAN
Capt., Engrs., U. S. A.*

HADLEY, ALLEN STACY
Entered service Sept. 5, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 10, 1919. With 139th and 218th Engrs.; detailed to M. T. C.

HAINS, PETER CONOVER
Entered service June 1, 1857; through various grades to Maj. Gen., U. S. A. (*Retired*). Assigned to active duty Sept. 19, 1917. In chg., River and Harbor Works and Defenses, Norfolk, Va., and Chesapeake Bay.

HALDEMAN, WALTER STANLEY
Entered service June 11, 1917, as Capt., E. O. R. C. Discharged Dec. 15, 1918. Acting Bn. Adj., 314th Engrs.; Instr., E. O. T. S., Camp Funston; Co. Comdr., 3d Engrs. Training Regt.; Bn. Adj., 606th Engrs.

HALE, RICHARD KING
Entered service July 25, 1917, as Lt. Col., F. A., N. A.; Col., F. A., N. A., Nov. 7, 1917. Overseas service Sept. 9, 1917–Apr. 4, 1919. Discharged June 14, 1919. C. O., 103d F. A.; with 101st F. A.; G. S. College overseas; Asst. Chf. of Staff (G-Q), 2d Army Corps; Gen. Staff 2d Army Corps with British Army; Asst. Chf. of Staff, American Embarkation Center; Chf. of Staff, 26th Div.

HALL, BENJAMIN MORTIMER, JR.
Entered service May 14, 1917; 1st Lt. Engrs., N. A., Aug. 1, 1917; Capt., Engrs., U. S. A., Nov. 6, 1918. Overseas service Oct. 31, 1917–June 17, 1919. Discharged June 28, 1919. Asst. to Officer in Chg. Water Supply, Base Sec. No. 1, A. E. F.; Co. Comdr., 26th Engrs., during St. Mihiel offensive; Staff of Chf. Engr., 2d Army, as Asst. Water Supply Officer; Acting Officer in Chg. Water Supply Sec., Office of Chf. Engr., A. E. F. One star.

HALL, CHARLES LACEY
Through all grades in C. of E., U. S. A., to Maj., May 15, 1917; Lt. Col., Dec. 20, 1917; Col. (temporary), Aug. 1, 1918. Overseas service July 28, 1917–June 28, 1919. Reverted to permanent grade Oct. 6, 1919. Adj., 12th Engrs.; G. S., A. E. F.; Asst. Sec. Engr., Advance Sec., A. E. F. Cited by Comdr. in Chf. for services as Chf., G-2-c, 1st Army, and in connection with organization of sound and flash ranging troops. Four stars.

HALL, GILBERT G.
Entered service Sept. 2, 1917; 1st Lt., Engrs., N. A., Dec. 6, 1917. Overseas service, Jan. 2, 1918–July 29, 1919. Discharged Aug. 16, 1919. With 20th Engrs. as Ry. Transfer Officer, and Camp Comdr., "Burned Area" Dist., Pontenx-les-Forges, France.

HALL, JULIUS REED
Entered service Sept. 25, 1917, as 1st Lt., E. O. R. C.; Capt., Engrs., U. S. A., May 12. 1919. Overseas service May 5, 1918–July 12, 1919. Discharged Aug. 6, 1919. With 515th Engrs. on Depot Constr., Gievres, France.

HALL, LOUIS WELLS
Entered service July 19, 1917, as Capt. E. O. R. C. Overseas service July 23, 1917–Feb. 11, 1919. Discharged Feb. 17, 1919. Assigned to engrs. in 1st Div., preparing camps, hosps., etc.; Office, Chf. Engr., A. E. F., in chg. Drafting and Map Production Dept., Div Constr. and Forestry.

HALL, OLIVER ANTRUM
Entered service Nov. 26, 1917; Capt., Engrs., N. A., Dec. 6, 1917. Overseas service Mar. 28, 1918–July 27, 1919. With 23d Engrs.; Engr. Officer in chg. design and constr. ord. repair shops and bldgs. at Clermont-Ferrand, France; with regt. at front as Liaison Officer between 1st, 3d and 5th Corps, and H. Q., 1st Army Roads Office; assigned to C. W. S.; Instr. C. W. S. school at Lakehurst Proving Grounds, N. J. Two stars.

HALL, WARREN ESTERLY
Entered service Sept. 25, 1917; Capt., Engrs., N. A., Nov. 27, 1917. Overseas service Jan. 4, 1918–Mar. 25, 1919. Discharged July 18, 1919. With 506th Engrs.; on heavy railroad constr., Base Sec. No. 2, A. E. F.; Asst. Water Supply Engr. and Water Supply Engr., Base Sec. No. 2, A. E. F. One star.

HALLIHAN, JOHN PHILIP
Entered service Aug. 3, 1918; Maj., Engrs., U. S. A., Aug. 17, 1918. Overseas service Oct., 17, 1918–Mar. 6, 1919. Discharged Mar. 12, 1919. C. O., 70th Engrs. and Post Comdr., Ft. Douglas; in Engr. Supply Sec., Div. Military Eng. and Engr. Supplies, A. E. F.; in Transportation Sec. Engr. Dept., American Commission to Negotiate Peace.

HALSEMA, EUSEBIUS JULIUS
Capt., Engrs., U. S. A.*

HAMILTON, EDWARD PARMELEE
Entered service Aug. 15, 1917, as 2d Lt., F. A., N. A.; 1st Lt., F. A., N. A., Jan. 2, 1918. Overseas service Apr. 24, 1918–Apr. 29, 1919. Discharged May 10, 1919. With 306th F. A. as Battery Officer, Regimental Reconnaissance and Personnel Adj.; Baccarat and Vesle Sectors, Oise-Aisne and Meuse-Argonne offensives. Two stars. Prisoner of war, Sept. 28 to Nov. 29, 1918.

HAMMILL, HAROLD BERNARD
Entered service Apr. 15, 1918, as Lt., Jr. Grade, C. E. C., U. S. N. R. F. Overseas service May 16, 1918–Feb. 1, 1919. Released from active duty Mar. 17, 1919. With unit on constr. of high-power radio plant at Croix d'Huis, France.

HAMMOND, JOHN MILLER
Entered service May 16, 1918, as Capt., Q. M. C., Constr. Div., N. A. On constr. projects at New Orleans Army Supply Base, Rock Island Arsenal and Honolulu, Hawaii; Const. Q. M. at Schofield Barracks, Hawaii.

HANAVAN, WILLIAM LAWRENCE
Entered service May 8, 1917; 1st Lt., Inf., N. G., Nov. 6, 1916; Capt., Inf., N. A., July 12, 1918. Overseas service Sept. 8, 1917–Jan. 5, 1919. Discharged May 5, 1919. Inf. Officers' School, France; Co. Comdr. and Bn. Adj., 9th Inf.; Machine Gun School, Gondrecourt, France; Personnel Adj. and Comdr. railhead detachment, 9th Inf.

HANCOCK, HENRY SYDNEY, JR.
Entered service Dec. 9, 1915, British Army; 2d Lt. Royal Engrs., June 25, 1916; Lt., Royal Engrs., Apr. 18, 1917. Overseas service Oct. 28, 1915–Oct. 6, 1919. Discharged Oct. 6, 1919. With 254th Tunneling Co.; Field Engr., 1st Corps, in chg. support lines and corps defenses, heavy gun emplacements, water supplies, encampments, etc. (Acting Maj.); with 170th Tunneling Co. Wounds—"None sufficiently serious to prevent my carrying on."

HANIQUE, JULES EDMOND
Entered service May 10, 1917; Capt., E. O. R. C., June 20, 1917; Maj., Engr. R. C., May 22, 1918. Overseas service July 13, 1918–Aug. 14, 1919. Discharged Aug. 22, 1919. Adj., 316th Engrs., Camp Lewis; with 537th Engrs.; Acting Corps Road Engr. during Meuse-Argonne offensive; Liaison Officer, French Staff, Verdun; Dist Road Engr. Two stars.

HANNAN, DAVID EDWARD
Capt., Engrs., U. S. A., A. E. F.*

HANSEN, PAUL
Entered service May 7, 1917; Capt., E. O. R. C., May 1, 1917. Overseas service Aug. 5, 1917–Apr. 7, 1919. Discharged Apr. 15, 1919. On staff duty at G. H. Q., A. E. F.; H. Q., Advance Sec., A. E. F.; with 1st and 2d Armies and with Peace Commission.

HAPGOOD, FREDERIC HERBERT
Entered service Sept. 29, 1917, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., Oct. 23, 1917; M. E., Jr. Grade, Engrs., N. A., Mar. 8, 1918; M. E., Sr. Grade, Engrs., U. S. A., Jan. 2, 1919. Overseas service Oct. 31, 1917–Mar. 12, 1919. Discharged Mar. 21, 1919. With Water Supply Sec., Office of Chf. Engr., A. E. F.; Sec. Engr., Advance Sec. A. E. F.; Chf. Engr., 1st Army at Vraincourt, Romagne-sous-Montfaucon, Dun-sur-Meuse; H. Q., 2d Bn., 26th Engrs.

HARDAWAY, BENJAMIN HURT, JR.
Maj., Inf., U. S. A.*

HARDING, CHESTER
Entered service June 14, 1885; through all grades in C. of E., U. S. A., to Col., May 15, 1917. Governor, Panama Canal, Jan. 11, 1917. Retired from active service as Brig. Gen., U. S. A., Apr. 1, 1920.

HARDING, RALPH LYMAN
Entered service Sept. 2, 1917; Capt., Engrs., N. A., July 26, 1917; Maj., Engrs., U. S. A., Nov. 4, 1918. Overseas service May 12, 1918–June 9, 1919. Discharged Oct. 27, 1919. Adj. and Bn. Comdr., 32d Engrs.

HARPS, HARRY MACY
Capt., Engrs., U. S. A.*

HARRAH, ORIN WILSON
Entered service Sept. 2, 1917; Capt., Engrs., N. A., Jan., 1918. Discharged Mar. 28, 1919. Co. Comdr., 319th Engrs., Camps Fremont and Humphreys; Co. Comdr., 219th Engrs., Camps Dodge and Humphreys.

HARRINGTON, ARTHUR WILLIAM
Entered service Nov. 6, 1918, as 1st Lt., San. C., U. S. A. Discharged July 16, 1920. Camp San. Engr. at Eberts Field, Barron Field, Ellington Field, Camp Benning, Camp Humphreys; Asst. Const. Q. M., Camp Bragg.

HARRIS, FREDERIC ROBERT
Entered service Jan. 3, 1903; through all grades in C. E. C., U. S. N., to Rear Admiral, Aug., 1916. Chf., Bureau of Yards and Docks; Gen. Mgr., Shipping Bd., Emergency Fleet Corp.; Aide, Public Works, 5th Naval Dist.; Pres. of Bd. to Control War Activities. Navy Cross.

HARRIS, FRANK SAMPSON MASON
Entered service Mar. 15, 1917, as Lt., U. S. N. R. F. Released from active service Mar. 15, 1919. On U. S. S. *Pueblo*, scout duty in South Atlantic, and convoy duty, North Atlantic; Bureau of Steam Eng., Navy Dept., Washington, D. C.

HARRISON, CHRISTOPHER
1st Lt., Inf., U. S. A.*

HARRISON, WILLIAM BURR
Entered service Oct. 6, 1917; Maj., E. O. R. C., Feb. 19, 1917. Discharged Dec. 20, 1918. Office, Chf. of Engrs., special engr. equipment, tools, etc.; with 153d Engrs.

HART, SAMUEL ALEXANDER
Entered service Sept. 2, 1917, as 1st Lt., Engrs., N. A. Overseas service Mar. 30, 1918–June 9, 1919. Discharged June 17, 1919. With 23d Engrs.; S. O. S., A. E. F.; St. Mihiel and Meuse-Argonne offensives. Two stars.

HARTER, ALOYSIUS FRANK
Entered service Sept. 27, 1917; Capt., Engrs., N. A., May 1, 1918. Overseas service June 22, 1918–Sept. 25, 1919. Discharged Oct. 15, 1919. Co. Comdr., 527th Engrs.; in chg. camp constr. at Montoir, France; with 2d French and 1st American Armies; St. Mihiel and Meuse-Argonne offensives. Two stars.

HARTS, WILLIAM WRIGHT
Entered service Aug. 28, 1885; through all grades in C. of E., U. S. A., to Col., June 23, 1917; Brig. Gen., U. S. A., Dec. 17, 1917. Overseas service Dec. 5, 1917–Mar. 30, 1920. C. O., 6th Engrs.; preparation American training areas in France; faculty, Gen. Staff School, France; with 51st British Div. at Ypres; with 2d British Div., Cambrai; with 16th French Div., Champagne; C. O., American troops with British except 2d Corps; C. O., Dist. of Paris; Chf. of Staff, Third Army. Distinguished Service Medal; Commandeur, Legion d'Honneur; Knight Commander, Order of St. Michael and St. George, Great Britain; Commander, Order of the Crown, Belgium; Officier, Order du Denile II, Montenegro.

HARVEY, ALDEN WALES
Entered service Sept. 2, 1917; 2d Lt., E. O. R. C., July 2, 1917; 1st Lt., Engrs., U. S. A., Apr. 9, 1919. Overseas service Mar. 22, 1918–June 9, 1919. Discharged July 2, 1919. Co. Comdr, 511th Engrs., constr. gas mask factory, etc.

HASBROUCK, OSCAR
Entered service Dec. 28, 1917, as Capt., Engr., R. C. Overseas service Aug. 28, 1918–Aug. 1, 1919. Discharged Aug. 1, 1919. Co. Comdr. and C. O., 522d Engrs.; commanded sector of 2d line of defense; attached to 2d Army. Two stars.

HASKINS, CHARLES ARTHUR
Entered service Dec. 27, 1917, as Capt., San. C., N. A. Discharged Aug. 6, 1919. Asst. to Camp San. Insp., Camp Sherman; Camp San. Engr., Camp Devens; Special Insp. and Officer in Chg. San. Eng. Sec., Surgeon General's Office, Washington, D. C.; wrote San. Eng. Sec. of "Medical History of the War."

HASKINS, JOHN CHRISTOPHER
Entered service Aug. 3, 1918, as 1st Lt., Engrs., N. A. Overseas service Aug., 1918–July, 1919. Discharged July 23, 1919. Co. Comdr., 22d Engrs., and Supply Officer in chg of constr. work, light rys., roads and bldgs.

HASTINGS, RUSSELL PLATT
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Feb. 8, 1918. Overseas service July, 1918–Feb., 1919. Discharged Mar., 1919. With 26th Engrs.

HASWELL, JOHN ROBERT
Entered service Sept. 2, 1917, as Capt., Engrs., N. A. Overseas service Jan. 24, 1918–Mar. 6, 1919. Discharged Mar. 18, 1919. With 23d Engrs., Camp Meade; 1st Engrs., Montdidier-Noyon defensive; Meuse-Argonne offensive, A. E. F.; Co. Comdr., 317th Engrs. Two stars.

HATCH, FREDERICK NATHANIEL
Entered service May 14, 1917; Capt., E. O. R. C., July 5, 1917. Overseas service Dec. 12, 1917–July 29, 1919. Discharged Aug. 16, 1919. With 312th and 35th Engrs.; 96th Co., T. C.; special duty H. Q., Base Sec. No. 2, A. E. F.

HAUSER, KENNETH DOUGLAS
Entered service Apr., 1917; Capt., E. O. R. C., June 19, 1917; Maj., Engrs., U. S. A., Oct. 3, 1918. Overseas service Aug. 9, 1917–Apr. 28, 1919. Discharged May 29, 1919. Co. Comdr., 18th Engrs. on railway and dock constr., Base Sec. No. 2, A. E. F.; Asst. Sec. Engr.; Chf. Engr. in converting Pauillac Naval Air Sta. into Army Embarkation Camp.

HAWES, GEORGE RAYMOND
Entered service June 1, 1918, as Pvt., Engrs., N. A.; Sgt., Engrs., U. S. A., Dec., 1918; M. E., Sr. Grade, Engrs., U. S. A., May, 1919. Overseas service Oct. 20, 1918–July 16, 1919. Discharged July 29, 1919. With 472d and 137th Engrs.; attached to Sec. Engr. Office, Base Sec. No. 1, A. E. F.

HAWLEY, JOHN BLACKSTOCK
Entered service July 7, 1917; Maj., E. O. R. C., May 16, 1917. Overseas service, Nov. 26, 1917–Mar. 13, 1919. Discharged Apr. 18, 1919. With 503d Engrs.; Engr. Officer in chg. water supply and sanitation, Base Sec. No. 1, A. E. F. Officier du l'Academie, with Univ. Palms.

HAWLEY, ROBINSON WILBER
Entered service Oct. 15, 1918; Capt., Engrs., U. S. A., Dec. 5, 1918. With E. O. T. S.

HAYDOCK, CHARLES
Pvt., E. O. T. S., U. S. A.*

HAYES, FERDINAND EUGENE, JR.
Entered service July 29, 1918, as Chf. Carpenter's Mate, U. S. N., R. F.; Lt., Jr. Grade, C. E. C., U. S. N. R. F., Mar. 4, 1919.

HAYNE, DANIEL CARLOS
Entered service June 13, 1917, as Capt., E. O. R. C. Discharged Dec. 8, 1917. (With Emergency Fleet Corp., Hog Island Shipyard.)

HAYS, DONALD SYMINGTON
Entered service Nov. 23, 1917; Capt., Engrs., N. A., Nov. 9, 1917. Discharged Oct. 29, 1919. In Gen. Engr. Depot as Purchasing Officer contractors equipment and prime movers. Invented two military devices.

HAYS, JOHN COFFEE
Entered service Oct. 25, 1917, as Maj., Q. M. C., N. A. Discharged Oct. 14, 1919. Const. Q. M. and Camp Utilities Officer at Camp Lewis; Special assignments supervising utilities, Camps Kearny and Fremont.

HAYT, ROBERT OLCOTT
1st Lt., Engrs., U. S. A.*

HAZELTON, WILLIAM SYLVESTER
Entered service Nov. 8, 1918, as Capt., Ord. Dept., U. S. A. Discharged Aug. 14, 1919. Production Div., Detroit Dist., in chg. Salvage Bd.

HEALEY, CHARLES FRANK
Entered service July 17, 1917, as Capt., Engrs., N. A. Overseas service Jan. 27, 1918–Jan. 13, 1919. Discharged Jan. 17, 1919. Dist. Engr., T. C., with H. Q. at St. Nazaire, France; in chg. constr. railroad docks and warehouses, Base Secs. No. 1, 2 and 5.

HEBARD, ROY WILLIAM
Entered service May 15, 1918, as Capt., Engrs., N. A.; Maj., Engrs., N. A., Aug. 1, 1918. Overseas service Sept. 14, 1918–June 25, 1919. Discharged July 20, 1919. Bn. Comdr and C. O. 22d Engrs. St. Mihiel Sector.

HECK, NICHOLAS HUNTER
Entered service Sept. 24, 1917, as Lt., U. S. N. R. F.; Lt. Comdr., U. S. N. R. F., Jan. 19, 1919. Overseas service Sept. 24, 1918–Dec. 18, 1918. Released from active service Mar. 19, 1919. At Naval Experimental Station, New London, Conn., on development of a number of submarine devices; attached to Naval H. Q., London.

HEDGES, SAMUEL HAMILTON
Entered service Jan. 23, 1917, as Maj., E. O. R. C. Resigned to enter civilian war work, Jan. 8, 1918.

HEED, SAMUEL DARLINGTON
Entered service June 29, 1918; Capt., Ord. Dept., N. A., July 1, 1918; Maj., Ord. Dept., U. S. A., Aug. 2, 1919. Discharged Feb. 4, 1920. Asst. Engr. in Plant Facilities Branch, Production Div.; Officer in Chg., U. S. Propellant Plant, Tullytown, Pa.; Phila. Dist., Ord. Claims Bd.

HENDRICKS, ERNEST DEMAREST
Entered service May 8, 1917, as 1st Lt., E. O. R. C.; Capt., E. O. R. C., Aug. 16, 1917. Overseas service May 26, 1918–Apr. 27, 1919. Discharged May 19, 1919. Co. Comdr., 303d Engrs. Citation from Gen. Pershing for gallantry in action at Grand-Pre, France. One star.

HENDRIE, JOHN GIBSON †
Capt., Engrs., U. S. A.*

HENNING, CHARLES SUMNER, JR.
Entered service Sept. 10, 1917, as Pvt., Engrs., N. A.; 2d Lt., Engrs., U. S. A., Sept. 6, 1918; 1st Lt., Engrs., U. S. A., May 9, 1919. Overseas service Dec. 26, 1917–June 9, 1919. Discharged July 9, 1919. With 21st Engrs., light ry. constr.

HENRY, DAVID EDWARD
Entered service Dec. 28, 1917; Capt., E. O. R. C., July, 1917. Discharged Apr. 12, 1918. Officers Training Camp.

HENRY, EARLE UNDERWOOD
Entered service June 27, 1917, as 1st Lt., E. O. R. C.; Capt., Engrs., U. S. A., Dec., 1918. Overseas service Jan. 6, 1918–Feb. 9, 1919. Discharged Feb. 12, 1919. Assigned to T. C.

HERINGTON, GEORGE B.
Entered service Sept. 18, 1918, as Capt., A. S. A., Spruce Production Div.; Maj., A. S. A., Spruce Production Div., Oct. 1, 1918. Discharged Mar. 13, 1920. Supervisor Coos Bay Production Dist.; Mgr. Spruce Productіon Rys.; Mgr. Spruce Production Corp. involving settlement of large contracts, selling lumber, etc.

HERKNESS, LINDSAY COATES
Entered service June 15, 1905; through all grades in C. of E., U. S. A., to Lt. Col., Feb. 28, 1918; Col. Engrs., U. S. A., Aug. 20, 1918. Overseas service Mar. 25, 1918–Sept. 20, 1918. Discharged Sept. 27, 1919. In chg. coast and aerial defense, New York City; 2d in command, 302d Engrs.; C. O., Camp Leach.

HERSHEY, JOHN LOGAN
Entered service Sept. 16, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 4, 1918. Training Camp and 4th Engr. Training Regt.

HERZIG, SOLON
Entered service Sept. 25, 1917; 1st Lt., Engrs., N. A., Aug. 16, 1917; Capt., Engrs., U. S. A., May 6, 1919. Overseas service Feb. 27, 1918–May 23, 1919. Discharged June 16, 1919. With 307th Engrs.; with 25th Engrs., Co. Comdr., St. Sulpice, France; Engr. Officer in chg. constr., Rochefort, France; Meuse-Argonne operations. One star.

HESLOP, DERWENT GORDON
Entered service Dec. 6, 1915, British Army, as Sapper, Royal Engrs.; through all grades to Lt., Nov. 27, 1916; Capt., Jan. 1, 1918; Maj., Feb. 6, 1919. Overseas service Feb. 2, 1916–May 18, 1920. Discharged May 30, 1920. C. O., Light Ry. Surveys, Palestine; Chf. Engr., Hedjaz and Damascus Beyrout Ry.; Chf. Engr., Bagdad Ry.; C. O., Haita-Bagdad Ry. Survey. Croix de Guerre; mentioned in despatches by Field Marshal Lord Allenby.

HESLOP, PAUL LOVERIDGE
Entered service Sept. 10, 1918, as Pvt., Inf., U. S. A.; Pvt., Ord. Dept., U. S. A., Nov. 7, 1918. Discharged Jan. 3, 1919. Inf., Camp Sherman; Army Ord. School, Carnegie Inst. Technology.

HEUER, WILLIAM HENRY
Entered service as Cadet, 1861; retired as Col., C. of E., U. S. A., Mar. 2, 1907; on active list as Col., C. of E., U. S. A., Apr. 26, 1917. Retired again Aug. 1, 1919. In chg. rivers and harbors work in California and fortification work in San Francisco Bay; Div. Engr., Pacific Div.; member Bd. for establishing harbor lines in and near San Francisco.

HEWETT, MAURICE WILLIAM
Entered service May 12, 1917; 2d Lt., E. O. R. C., June, 1917; 1st Lt., E. O. R. C., Nov. 1, 1917. Overseas service Jan., 1918–May, 1919. Discharged June 19, 1919. With 508th Engrs. at Bazoilles-sur-Meuse, Vosges, hospital constr.; road constr. at La Rochelle, France.

HEWS, WELLINGTON PRESCOTT
Entered service Dec. 27, 1917, as Capt., E. O. R. C. Overseas service, July 13, 1918–Sept. 24, 1919. Discharged Sept. 27, 1919. Co. Comdr. 62d Engrs., Ft. Benjamin Harrison; C. O., T. C., Casual Camp, Poincon; C. O., T. C., Is-sur-Tille, France.

HICKOK, CHARLES WILLIAM
Entered service Apr. 16, 1918, as Pvt., Aviation Sec., Sig. C., N. A.; Sgt., Aviation Sec., Sig. C., U. S. A., Jan. 10, 1919; Sgt., 1st Class, Aviation Sec., Sig. C., U. S. A., Feb.

† Died June 18, 1919.

10, 1919. Discharged June 14, 1919. School of meteorology and aerology, College Sta. Tex.; in chg. Aerological Sta., Ellendale, N. D., Meteorological Sta. at Love Field and at Ellington Field.

HICKOK, CLIFTON EWING
Entered service May 1, 1918, as Capt., Engrs., N. A. Discharged Jan. 1, 1919. On staff of Chf. of Engrs., Washington, D. C.

HIGGINS, CHARLES HOUCHIN
Entered service Aug. 21, 1918, as Maj., Ord. Dept., U. S. A. Discharged Dec. 24, 1918. Production Div. and Supply Div.; training for Div. Ord. Officer.

HILDER, FRAZER CROSWELL
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 23, 1917; Maj., Engrs., U. S. A., Apr. 10, 1919. Overseas service Dec. 19, 1917–Aug. 19, 1919. Discharged Oct. 31, 1919. C. O., 13th Bn., Depot Brig., Camp Lee; Regtl. Adj., 317th Engrs.; Asst. to Constr. Officer and Constr. Officer, Base Sec. No. 3, A. E. F.

HILES, ELMER KIRKPATRICK
Entered service May 20, 1917; Capt., E. O. R. C., Feb. 25, 1917; Maj., E. O. R. C., Aug. 10, 1917; Lt. Col., Engrs., U. S. A., Apr. 7, 1919. Overseas service July 9, 1917–June 6, 1919. Discharged July 3, 1919. In chg. ry. constr., Issoudun, France; in chg. depot and sta. constr, Mehun and Liffot-le-Grand, France; in chg. Contract Sec., Eng. Purchasing Office, Paris; in chg. settlement Engr. C. Contracts, A. E. F.

HILTON, HARRY LeGRAND
Entered service Apr. 11, 1917, as Lt., Jr. Grade, C. E. C., U. S. N. R. F.; Lt., C. E. C., U. S. N. R. F., July 24, 1918. Special duties at Portsmouth, N. H., Navy Yard, with radio service at Bar Harbor, Me.

HINRICHS, ADOLF
1st Lt., Engrs., U. S. A.*

HIRZEL, ALFRED SPARKS
Entered service Mar., 1916, as Capt., Inf., Del. N. G.; Capt., Inf., N. A., 1918; Maj., Inf. U. S. A., Mar. 1919. Overseas service Aug., 1918–July 5, 1919. Discharged July 11, 1919. With 59th Pioneer Inf. and 2d Colonials, French Army, road work at St. Mihiel. Two stars.

HJORTH, LAWRENCE RASMUS
Entered service Dec 7, 1917, as Pvt., Sig. C., N. A.; Pvt., Ord. Dept., N. A., Mar. 4, 1918; 2d Lt., Ord. Dept., U. S. A., Oct. 17, 1918. Overseas service Oct. 27, 1918–May 5, 1919. Discharged May 25, 1919. With 302d Field Sig. Bn.; supervised handling explosives and ammunitions, Raritan Arsenal; Base Ord. Depot, Mehun, France.

HOAD, WILLIAM CHRISTIAN
Entered service Jan. 29, 1918, as Maj., San. C., N. A.; Lt. Col., San. C., U. S. A., Aug. 16, 1918. Discharged Feb. 15, 1919. Director School for San. Engrs. and Camp San. Engr., Camp Greenleaf; Advisory Engr. to Surgeon Gen, Washington, D. C.

HOAR, ALLEN
Entered service May 14, 1917; Lt., Jr. Grade, C. E. C., U. S. N., Mar. 17, 1917; Lt., C. E. C., U. S. N., May 1, 1918. Overseas service Nov. 10, 1918–July 19, 1919. Asst. Public Works Officer and Acting Public Works Officer, Mare Island Navy Yard; Officer in Chg. radio expedition to Siberia.

HOBBS, HENRY WEBSTER
Entered service July 16, 1918, as Maj., Engrs. N. A.; Lt. Col., Engrs., U. S. A., Sept. 11, 1919. Discharged Oct. 31, 1919. In office Chf. of Engrs., Asst. to Officer in Chg. and Officer in Chg. all seacoast fortifications.

HODGE, HENRY WILSON †
Col., Engrs., U. S. A., A. E. F.*

HODGES, HARRY FOOTE
Entered service July 1, 1877, as cadet, U. S. Military Academy; Maj. Gen., N. A., Aug. 5, 1917. Overseas service Dec. 1, 1917–Feb. 1, 1918 and July 5, 1918–Dec. 22, 1918. Returned to rank of Brig. Gen., U. S. A., June 30, 1920. C. O., 76th Div.

HOFFMAN, EUGENE ROBERT
Entered service Feb. 9, 1918, as Pvt., Engrs., N. A.; M. E., Sr. Grade, Engrs. Overseas service Mar. 24, 1918–Mar. 24, 1919. Discharged May 2, 1919. With 26th Engrs.

HOGAN, JOHN PHILIP
Entered service May 2, 1917; Capt., E. O. R. C., Jan. 23, 1917; Maj., G. S., U. S. A., Oct. 1, 1918; Lt. Col., G. S., U. S. A., May 1, 1919. Overseas service July 14, 1917–July 5, 1919. Discharged July 11, 1919. Supply Officer and Adj., 11th Engrs.; Executive Officer, G-2-C, G. H. Q., A. E. F.; attached to G-2, 5th Army Corps; Chf. G-2-C, 2d Army; Acting Asst. Chf. of Staff, G-2, 2d Army; Deputy Chf. G-2-C, G. H. Q., A. E. F. Somme Sector; Cambrai operations; St. Mihiel offensive; Toul Sector. Chevalier, Legion d'Honneur; Citation from Gen. Pershing. Four stars.

HOLBORN, LEWIS ADAMS
1st Lt., Engrs., U. S. A., A. E. F.*

HOLBROOK, WINFIELD
Entered service Oct. 2, 1918; Capt., Engrs., U. S. A., Sept. 21, 1918. Discharged Jan. 10, 1919. Camp Humphreys.

† Died Dec. 21, 1919.

HOLLMAN, JOHN GEORGE
Entered service Aug. 15, 1917, as Capt., Engrs., N. A. Overseas service Aug., 1918–Jan., 1919. Resigned Jan. 15, 1919. Co. Comdr., 315th Engrs.; Co. Comdr., 35th Engrs.; Depot Engr. Officer, New Orleans and at Base Section No. 4, A. E. F.

HOLLYDAY, RICHARD CARMICHAEL
Entered service Mar. 14, 1894, as Lt., Jr. Grade, C. E. C., U. S. N.; Capt., C. E. C., U. S. N., Jan. 12, 1912. Public Works Officer, 5th Naval Dist. and 3d Naval Dist.

HOLMBOE, LAWRENCE SCOFIELD
2nd Lt., M. T. C., U. S. A.*

HOLMES, HOWARD WHITTIER
U. S. A.*

HOLMES, THOMAS HUGHES
Entered service May 10, 1917; Capt., Engrs., N. A., Aug. 15, 1917. Overseas service, Sept. 8, 1918–July 1, 1919. Discharged July 29, 1919. Co. Comdr. and Bn. Comdr. 311th Engrs.; Dist. Road Officer, Dist. No. 1, Base Sec. No. 2, A. E. F.; C. O., U. S. troops, Limoges, France.

HOLSTLAW, CHARLES HENRY
Entered service Aug. 5, 1917, as 1st Lt., Inf., N. A. Overseas service Oct. 28, 1918–July 21, 1919. Discharged Aug. 12. 1919. With 124th Inf.; C. O., 58th Guard Co.

HOLT, ANDREW HALL
Entered service May 15, 1917; 1st Lt., E O. R. C., June 23, 1917; Capt., E. O. R. C., Aug. 15, 1917. Overseas service Sept. 30, 1918–July 5, 1919. Discharged Aug. 14, 1919. Instr. engr. training camp; Personnel Officer, Office Director Gen. Military Railways., Office Chf. of Engrs.; Personnel Adj. 605th Engrs.; head of Civil Eng. Dept., Univ. of Beaune, France.

HOOPES, EDGAR MALIN, JR.
Entered service Sept. 9, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged June 21, 1919. Asst. to Officer in Chg. and Officer in Chg. Utilities, Camp Meade; Officer in Chg. Utilities, Camp Custis.

HOOVER, ANDREW PEARSON
Entered service June 18, 1918, as Maj. Q. M. C., Constr. Div, N. A.; Lt. Col.; Q. M. C., Constr. Div., U. S. A., May 3, 1919. Discharged Sept. 4, 1919. Associate Const. Q. M., Army Supply Base, Boston; Const. Q. M., Army Supply Base, New Orleans.

HOPKINS, WILLIAM TRENHOLM
Entered service Aug. 23, 1917; 1st Lt., F. A., N. A., Nov. 27, 1917. Overseas service Feb. 26, 1918–Aug. 24, 1919. Discharged Sept. 25, 1919. With 76th F. A. Distinguished Service Cross. Three stars.

HOPKINSON, GEORGE MARTIN
Entered service Apr. 27, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged Oct. 1, 1919. Asst. to Constr. Officer, Curtis Bay, Md.; Const. Officer in chg. erection shops, etc., at plant of Holt Mfg. Co., Peoria, Ill.

HORAN, HAROLD JOSEPH
Entered service Feb. 18, 1918, as Pvt., Engrs., N. A.; Cpl. Engrs., N. A., May 11, 1918; Sgt., Engrs., N. A., July 4, 1918. Overseas service May 10, 1918–June 8, 1919. Discharged June 28, 1919. With 42d Engrs., later 42d Bn., 20th Engrs.

HORRIGAN, WILLIAM JAMES
Entered service Sept. 21, 1918, as 1st Lt., Q. M. C., Constr. Div., U. S. A. Asst. Utilities Officer, Camps McClellan and Knox.

HORTON, CHARLES KAAPKE
Entered service May, 1917; Capt., Engrs. N. A., Sept., 1917. Overseas service May 1918–June 1919. Discharged July 3, 1919. Asst. to Const. Q. M., Camp Bowie; Co. Comdr., 111th Engrs., 1st Corps troops, road and bridge building.

HORTON, DWIGHT FRED
Entered service Aug. 27, 1917, as Capt., Engrs., N. A.; Capt., Q. M. C., Constr. Div., N. A.; Maj., Engrs., U. S. A. Overseas service, Aug. 1, 1918–Mar. 12, 1919. Discharged Mar. 19, 1919. Const. Q M., Camp Bowie; Co. Comdr. and Bn. Comdr., 26th Engrs.

HOUGH, DAVID LEAVITT
Entered service Apr. 17, 1917, as Maj., Q. M. C., N. A. Discharged Dec. 14, 1918. Organized 323d, 329th, 316th, 342d and 328th Labor Bns.; Army member Longshoremen's Comm., New York City.

HOWARD, CONWAY ROBINSON
Capt., Engrs., U. S. A, A. E. F.*

HOWARD, GERALD BRANCH
1st Lt., Engrs., U. S. A., A. E. F.*

HOWARD, ROBERT CHESTER
Entered service June 11, 1918, as Capt., Engrs., N. A. Discharged Dec. 17, 1918. With 75th Engrs. in organization and preparation for overseas service, also Bn. Adj.; Bn. Adj., 138th Engrs and 1st Bn. Overseas Training Regt.

HOWE, HERBERT FRANK
Capt., Engrs., U. S. A.*

HOWE, WILSON TYLER
Entered service May 6, 1918, as Capt., Q. M. C., Constr. Div., N. A. Asst. to Const. Q. M., Edgewood Arsenal, Army Supply Base at New Orleans, and Mexican Border Project; Acting

Utilities Officer, Nogales, Ariz.; Const. Q. M. and Utilities Officer, Ft. Brown, Tex.; Const. Officer, Aberdeen Proving Grounds.

HOWELL, CLARENCE SCOTT
Capt., Engrs., U. S. A.*

HOWELL, GEORGE PIERCE
Entered service June 15, 1889; Col. (temporary), C. of E., U. S. A., Aug. 5, 1917. C. O. 210th Engrs., 10th Div., Camp Funston; Camp Mills.

HOWELL, ROBERT PARSONS †
Entered service July 28, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged Aug. 11, 1919. Asst. to Utilities Officer, Camp Dix; Officer in Chg. Water Supply and Sewers, Camp Gordon and Port of Embarkation, Newport News.

HOWES, CYRUS PIERCE
Entered service June 21, 1918, as 1st Lt., Engrs., N. A. Overseas service, June 30, 1918–July 5, 1919. Discharged July 28, 1919. In chg. hosp. constr., Poitiers, France; in chg. detachment, Base Hosp., Paris; gen. constr., Montierchaume; with 55th Engrs.

HOYT, SIDNEY MERRILL
Entered service July 12, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged June 30, 1920. Superv. Const. Officer in chg. constr. Arsenals and Ord. Storage Depots.

HUBER, JOSEPH EARL
Entered service May 17, 1918; Pvt., C. A. C., N. A., May 21, 1918; 2d Lt., C. A. C., U. S. A., Sept. 25, 1918. Discharged Dec. 1, 1918. With 17th Co., C. A. C.; Instr. in Gunnery, C. A. School, Ft. Monroe.

HUBER, WILLIAM THOMAS
Entered service Dec. 28, 1917, as Capt., Engrs., N. A. Discharged Feb. 1, 1919. Co. Comdr., 2d Engr. Training Regt. and 212th Engrs.

HUCKABY, MARION COLUMBUS
Entered service Aug. 25, 1917; 1st Lt., C. A. C., N. A., Nov. 27, 1917. Discharged Dec. 28, 1918. Northwest Pacific C. A. Dist. for training; with 39th Artillery.

HUDSON, HAROLD WALTON
Entered service May 2, 1917; Capt., E. O. R. C., Jan. 26, 1917; Maj. Engrs., N. A., June 2, 1918; Lt. Col., Engrs., U. S. A., Oct. 11, 1918. Overseas service July 14, 1917–Apr. 23, 1919. Discharged May 5, 1919. Co. Comdr., 11th Engrs.: Deputy Engr. Constr., Transportation Dept., A. E. F.; Engr., Constr. Staff, Director Gen. Transportation; Lt. Col. with 11th Engrs. Legion d'Honneur; Diploma from Gen. Pershing for meritorious service.

HUGHES, GEORGE LEYBURN
Entered service Sept. 29, 1917, as Pvt., Inf., N. A.; Cpl., Engrs., N. A., Oct. 12, 1917; 2d Lt., Engrs., N. A., May 16, 1918. Discharged Jan. 11, 1919. With 313th Inf., 304th Engrs., Acting Adj. Engr. Replacement Troops, American Univ.; Engr. Depot, Norfolk, Va.

HUIE, IRVING VAN ARNAM
Entered service May 7, 1917; 1st Lt., E. O. R. C., June, 1917; Capt., Engrs., N. A., Jan. 1918; Maj. Engrs., U. S. A., Aug., 1918. Overseas service Aug. 7, 1917–Sept. 2, 1918. Discharged Jan. 7, 1919. With 1st Engrs. and 4th Engr. Training Regt.; Senior Instr., E. O. T. S. Regtl. citation for services in Montdidier and Marne battles.

HULBURD, LUCIUS SANFORD
Entered service Sept. 5, 1918; Capt., Engrs., U. S. A., Aug. 22, 1918. Discharged Nov. 30, 1918. Co. Comdr., 3d Engr. Training Regt., Camp Humphreys.

HULL, GEORGE BECKLEY
Entered service July 4, 1915, as Capt., Canadian Army; Maj., Canadian Forestry Troops, Sept. 10, 1916. Overseas service Aug. 20, 1915–Feb. 18, 1919. Discharged Feb. 18, 1919. 2d in command, Canadian Forestry Troops, Dist. 52. Mentioned in despatches.

HULL, GORDON BURNETT GIFFORD
Entered service Sept. 10, 1915, as Lt., Royal Engrs., British Army; Capt. Royal Engrs., Sept. 15, 1917; Maj., Royal Engrs., Oct. 1, 1918; Lt. Col., Royal Engrs., June 22, 1919. Overseas service Sept. 10, 1915–Sept., 1919. Discharged Nov., 1919. Staff officer to Chf. Engr. 12th Army Corps; Water Supply Officer, 2d Corps; served in Archangel, Russia, and the Balkans. Order of the British Empire; mentioned in despatches (twice); brought to notice (once); Order of St. Stanislaus, Russia.

HULSART, CHARLES RAYMOND
Entered service May 29, 1917, as Capt., E. O. R. C.; Maj., Engrs., N. A., July 30, 1918. Overseas service July 14, 1917–Aug. 20, 1918. Discharged Feb. 15, 1919. Co. Comdr., 11th Engrs.; Sr. Instr., Engr. Training School, Camp Humphreys. Distinguished Service Cross; Military Cross, Great Britain, for Cambrai action.

HUMANN, EDWIN AUGUST
Entered service June 6, 1917, as Pvt., E. O. R. C.; Cpl., Engr. R. C., Feb. 21, 1918; M. E., Engrs., U. S. A., Nov. 27, 1918. Overseas service May 1, 1918–July 29, 1919. Discharged Aug. 6, 1919. With 4th Engrs.; topographic office, map reproduction; Vesle River, assembling bridge material; Div. Engr. Office. Four stars.

HUMPHREY, GILBERT EDWIN
Maj., Engrs., U. S. A.*

† Died Sept. 29, 1920.

HUMPHREYS, CHARLES RAYMOND
Entered service May 8, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service May 26, 1918–May 20, 1919. Discharged June 9, 1919. Topographic Officer and Water Supply Officer, 105th Engrs.; Water Supply Officer, 2d Army Corps. Three stars.

HUMPHREYS, EWING SLOAN
Entered service Aug. 4, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs., N. A., Aug., 1918. Discharged Mar. 1, 1919. General Engr. Depot, serving in Pittsburgh Dist.; Office, Chf. of Engrs.

HUNT, CHARLES ADAMS
Entered service Apr. 8, 1918; Lt., C. E. C., U. S. N. R. F., Apr. 2, 1918. Released from active service Apr. 16, 1919. Public Works Office, 5th Naval Dist., Norfolk, Va.

HUNT, CONWAY BETHUNE
Entered service Jan 23, 1917, as Maj., E. O. R. C. With 23d Engrs., Camp Meade; member Bd. of Officers to prepare manual of instructions.

HUNT, GEORGE ALVIN
Entered service May 14, 1917; Capt., E. O. R. C., June 17, 1917; Maj. C. W. S., U. S. A., Aug., 1918; Lt. Col., C. W. S., U. S. A., Mar., 1919. Overseas service Dec. 7, 1917–Aug. 1, 1919. With 317th Engrs., Camp Sherman; Chf. Engr., Intermediate Sec., A. E. F.; Asst. Gas Officer, 3d Div.; Gas Officer, 90th Div.; Corps Gas Officer, 1st Army Corps; Army Gas Officer, 3d Army; Edgewood Arsenal; Chemical Warfare Officer, Western Dept. Five stars.

HUNT, LEIGH ANSON
Entered service Aug. 5, 1917; 1st Lt., Inf. R. C., Apr. 6, 1917; Capt., E. O. R. C., June 7, 1917; Maj., E. O. R. C., July 7, 1917. Overseas service May 2, 1918–Oct. 2, 1918. Discharged Dec. 31, 1919. With 110th Engrs. as Bn. Comdr. and Instr. Field Fortifications; Asst. Chf. of Staff, G-2, 6th Army Corps; Div. G-2, 76th Div.; Gen. Staff College, Langres, France.

HURLBUT, HINMAN BARRETT
Capt., Ord., U. S. A.*

HURLEY, JOHN PATRICK
Capt., Inf., U. S. A., A. E. F.*

HUSSON, WILLIAM MORAGNE
Entered service Nov. 28, 1916, as 2d Lt, Cavalry, U. S. A.; 1st Lt., 1917; Capt., Aug., 1917. Discharged Mar., 1918. With 17th Cavalry and 82d F. A.

HUSTED, ALVA GUY
Entered service Mar. 29, 1918, as Capt., San. C., N. A. Discharged Mar. 22, 1919. Asst. to San. Insp., Camp Wadsworth; Camp San. Engr., Camps Wadsworth and Sheridan.

HUSTON, TILLINGHAST L'HOMMEDIEU
Entered service May, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., May, 1918; Lt. Col., Engrs., U. S. A., Aug., 1918. Overseas service Aug. 1, 1917–Jan. 1, 1919. Discharged Jan., 1919. With 16th Engrs. on constr. ry. yards, Is-sur-tille; light ry. constr. with British near Arras; constr., Mesves Hosp.; constr., light ry. in Argonne; reconstr. light ry. Verdun-Sedan. Diploma from Gen. Pershing for meritorious service.

HYDE, CHARLES GILMAN
Entered service June 11, 1918; Capt., San. C., N. A., June 8, 1918; Maj., San. C., U. S. A., Oct. 23, 1918. Discharged June 12, 1919. Camp San. Engr., Camp Meade; Surgeon General's Office, Div. of Sanitation, in chg. San. Eng. Sec.

HYDE, RICHARD LEWIS
Entered service May 8, 1917; 2d Lt., E. O. R. C., Aug. 15, 1917; 1st Lt., Engrs., U. S. A., Oct. 26, 1918. Overseas service Jan. 4, 1918–July 29, 1919. Discharged Aug. 12, 1919. With 20th Engrs.; Shipping Officer with 3d Bn., 10th Engrs., in Besancon Dist.; with 72d Engrs.; Asst. to, and Office Engr., Base Sec. No. 1, A. E. F.

HYNDS, HAROLD DEVILLO
Entered service Sept., 1917, as 1st Lt., Aviation Sec., Sig. C., N. A.; Capt., A. S., U. S. A., Sept., 1918. Discharged Jan., 1919. Duty on Pacific Coast.

INGALLS, OWEN LOVEJOY
Entered service Apr., 1918; Maj., E. O. R. C., June, 1917. Discharged Jan., 1919. With 139th Engrs.

IRISH, LELAND WESLEY
Entered service Feb. 2, 1918, as Pvt., Engrs., N. A.; M. E., Engrs., N. A., Feb. 11, 1918. Overseas service May 10, 1918–Apr. 19, 1919. Discharged Apr. 26, 1919. With 20th and 42d Engrs.; detached service at St. Nazaire, France.

JACKSON, DUGALD CALEB
Entered service Apr. 20, 1918; Maj., E. O. R. C.; Lt. Col., Engrs., U. S. A., Feb. 13, 1919. Overseas service May 9, 1918–May 2, 1919. Discharged May 6, 1919. Ch. Engr., Technical Bd., procurement and co-ordination electric and mechanical power; Director, War Damages Bureau, Peace Comm. Chevalier, Legion d'Honneur.

JACKSON, JESSE AARON
Entered service July 23, 1917; Maj., Sig. R. C., Apr. 5, 1917. Overseas service Nov. 26, 1917–Feb. 13, 1919. Discharged Apr. 3, 1919. 1st Corps School, Langres, France; special duty, 1st Div., C. O., 116th Field Sig. Bn.

JACKSON, WILLIAM BENJAMIN
Entered service Apr. 19, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Dec. 31, 1918. Utilities Officer, Camp Merritt; in chg. Const. Q. M. Dept., Port of Embarkation, New York.

JACOBOSKY, GILBERT GARFIELD
Entered service July 15, 1917, as Capt., F. A., N. A.; Capt., Engs., N. A.; Maj., Engrs., U. S. A., Apr. 8, 1919. Overseas service June 29, 1918–July 6, 1919. Discharged Aug. 11, 1919. With 109th F. A. as Co. Comdr.; 108th F. A. as Bn. and Regtl. Adj.; with 55th Engrs. as Bn. Comdr. in chg. road work; Instr. in bridges and foundations, Univ. of Beaune, France.

JACOBS, JOSEPH
Entered service Oct. 22, 1917, as Maj., Engrs., N. A. Overseas service Feb. 16, 1918–Sept. 16, 1919. Discharged Oct. 10, 1919. C. O., 509th Engrs.; special duty as co-ordinating and personnel officer to Sec. Engr., Base Sec. No. 1, A. E. F.; special duty in road and quarry work, Intermediate Sec., Paris Dist., A. E. F.; Executive Officer, Pershing Stadium Project, Paris.

JACOBSEN, HANS PETTER RUDE
Entered service Sept. 7, 1918; Capt., Engrs., N. A., July 15, 1918. Discharged Jan. 9, 1919. Co. Comdr., 124th Engrs.

JACOBSON, ALFRED LEON
Entered service Oct. 1, 1902; Capt., F. A., French Army, July 15, 1915. C. O., 12th Btry., 45th F. A. and 3d Group, 15th F. A.; attached to American Artillery School, Saumur, France; attached to 42d (American) Div. Chevalier, Legion d'Honneur; cited in corps and army orders and in orders of French Mission with 1st American Army; Distinguished Service Cross. Wounded Sept. 25, 1916, Somme; Nov. 6, 1916, Somme; May 11, 1917, Aisne. Five stars.

JACQUES, HENRY LOUIS
Entered service Dec. 28, 1917; Capt., Engrs., N. A., May 1, 1918. Overseas service Aug. 31, 1918–Mar. 20, 1919. Discharged Apr. 26, 1919. Regtl. Personnel Officer, Co. Comdr. and Supply Officer, 27th Engrs.

JAENICKE, WILLIAM HUGO
Entered service Mar. 1, 1918, as Pvt., Engrs., N. A.; 2d Lt., Engrs., N. A., June 16, 1918; 1st Lt., Engrs., U. S. A., Oct. 23, 1918. Discharged Feb. 25, 1919. Instr., E. O. T. S., Camp Humphreys.

JAMES, ALFRED RANDOLPH
Entered service June 8, 1918, as 1st Lt., Q. M. C., N. A.; Capt., Q. M. C., U. S. A., June 2, 1919. Discharged Sept. 16, 1919. Installation of standard accounting systems in supply bases throughout U. S.; Chf. of Accounting Methods and Service Branch, Office of the Dir. of Storage, Q. M. Gen. Office.

JAMES, FRANK TROWBRIDGE
Entered service July 30, 1918; Capt., Engrs., N. A., Oct. 4, 1917. Discharged Dec. 5, 1918. E. O. T. S., Camp Humphreys.

JAMES, ROBERT LANE
Capt., Engrs., U. S. A., A. E. F.*

JAQUES, JACOB DUNCAN
Entered service Apr. 6, 1918, as Lt., C. E. C., U. S. N. R. F. Released from active service, Mar. 31, 1919. Asst. to Dist. Public Works Officer, 1st Naval Dist.

JARVIS, CLARENCE SYLVESTER
Entered service Oct. 26, 1918, as Capt., Engrs., U. S. A. Div. of Physical Reconstr., Surgeon General's Office, Denver, Colo.; Constr. Div. on Frankford Arsenal, Pa., Benicia Arsenal and Ross Field, Cal.

JASPER, THOMAS McLEAN
Entered service May, 1915, as 2d Lt., Royal F. A., British Army; Lt., Royal F. A., 1917; Capt., Royal F. A., 1917. Discharged May, 1919. With 172d Royal F. A.; Officers' Training School, England; with Ministry of Munitions, London; At Arras, Somme, with 36th Div. (Ulster) Artillery, 2d and 3d British Armies. Wounded twice.

JENKINS, CHARLES MELVILLE
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 19, 1917; Capt., Engrs., N. A., July 30, 1918. Overseas service Jan. 3, 1918–Sept. 8, 1918. Discharged Nov. 30, 1918. With 20th Engrs. as Bn. Supply Officer, and Dist. Supply Officer at Dijon, France; Instr. in organizing Sapper Regts.; Office, Chf. of Engrs., in organization Ry. Personnel Dept.

JENKINS, JENKS BUFFUM
Entered service Dec. 28, 1917; Maj., E. O. R. C., Feb. 16, 1917. Discharged Aug. 16, 1919. Asst. to Officer in Chg. cantonment constr., Washington, D. C.; Const. Q. M., U. S. General Hosps. No. 19, 12, 18, and 23; Asst. to Chf. of Constr. Div., Washington, D. C.

JENNINGS, CHARLES AUGUSTUS
Entered service Sept. 21, 1918; Capt., Q. M. C., Constr. Div., U. S. A., Sept. 12, 1918. Discharged Mar. 22, 1919. Officer in chg. Water and Sewers, Ft. Oglethorpe; special work at Camp MacArthur, in connection with contaminated water supply.

JENNINGS, PERCY JOHN
Entered service March 17, 1916, as Lt., Canadian Pioneers; Capt., Canadian Pioneers, Apr. 1, 1916; transferred to Royal Engrs., July 28, 1917; Maj., Royal Engrs., Mar. 13, 1918. Overseas service Sept. 12, 1916–July 12, 1919. Discharged July 12, 1919. With 4th

Canadian Pioneers; Deputy Asst. Director, Inland Water Transport, East African Expeditionary Force. Order of the British Empire.

JERRARD, LEIGH PATTERSON
Entered service June 20, 1917, as Regtl. Supply Sgt., F. A.; 2d Lt., F. A., N. A., Aug. 20. 1917; 1st Lt., F. A., N. A., May 25, 1918; Capt., F. A., U. S. A., Oct. 25, 1918. Overseas service Oct. 18, 1917–Apr. 26, 1919. Discharged May 29, 1919. With 149th F. A.; Intelligence Officer, 67th F. A. Brig. Four stars.

JERVEY, HENRY
Entered service Aug. 16, 1916; Col., C. of E., U. S. A., May 15, 1917; Brig. Gen., N. A., Aug. 5, 1917; Maj. Gen., U. S. A., Oct. 1, 1918. Reverted to permanent rank of Brig. Gen., U. S. A., May 1, 1920. Asst. Instr. Army War College; on duty American Univ. Training Camp; Commandant, Engr. School, Washington Barracks; Col., 66th F. A. Brig., Camp Fremont and Camp Greene; Acting C. O., 41st Div.; C. G. 66th F. A. Brig.; Acting Director of Operations, and Director of Operations, Gen. Staff; Recorder, Bd. of Officers considering persons entitled to Medals of Honor. Distinguished Service Medal; Commandeur, Legion d'Honneur; Grand Officer, Order of Leopold, Belgium; Companion of the Bath, Great Britain.

JESSUP, WALTER EDGAR
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 18, 1917. Overseas service June 17, 1918–Aug. 15, 1919. Discharged Sept. 3, 1919. Instr., Engr. Training, Camp Lee; with 39th Engrs. in chg. locomotive roundhouse at Nevers, France; Personnel Adj., 15th Grand Div., T. C.

JEWELL, ALBERT HARTWELL
Entered service Oct. 29, 1917; 1st Lt., San. C., N. A., Sept. 5, 1917. Overseas service Aug. 17, 1918–Mar. 23, 1919. Discharged Apr. 18, 1919. San. Officer, Selfridge Aviation Field; with 26th Engrs. at Camp Dix and overseas; water analysis laboratory, Paris; with 107th Engrs. in reconnaissance of water supplies, Luxembourg and Germany; Meuse-Argonne offensive.

JEWETT, THOMAS EDWARD
Entered service Apr. 21, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged Jan. 17, 1919. Asst. Supervising Const. Q. M., terminals and warehouses.

JOHNSON, FRANCIS WHITTIER
Entered service June 26, 1918, as Pvt., C. A. C. training camp; 2d Lt., C. A. C., U. S. A., Sept. 25, 1918. Discharged Dec. 10, 1918. Orientation and Reconnaissance Officer, 37th Artillery.

JOHNSON, FRANK MELVIN S.
Entered service June 5, 1917, as 2d Lt., C. of E, U. S. A.; 1st Lt., C. of E., U. S. A., Sept. 17, 1917; Capt., C. of E., U. S. A., Oct. 10, 1917; Maj., Engrs., U. S. A., Sept. 24, 1918. Overseas service Apr. 30, 1918–Sept. 12, 1918. With 4th Engrs.; Asst. Ch. of Staff, 16th Div. Permanent rank, Capt., C. of E., U. S. A. Three stars.

JOHNSON, GEORGE ARTHUR
Entered service June 17, 1918, as Maj., Q. M. C., Constr. Div., N. A.; Lt. Col., Q. M. C., Constr. Div., U. S. A., Nov. 6, 1918; Col., Q. M. C., Constr. Div., U. S. A., July 31, 1919. Discharged Mar. 12, 1920. Executive Officer, Utilities Div., Constr. Div., Washington, D. C.

JOHNSON, HALBERT THEODORE
Sgt., Engrs., U. S. A.*

JOHNSON, HARVEY STONE
Entered service May, 1917; 2d Lt., F. A., N. A., Aug., 1917; 1st Lt., F. A., N. A., Jan., 1918. Overseas service May, 1918–May, 1919. Discharged June, 1919. With 309th F. A.; Aerial Observation School; Div. Observer.

JOHNSON, HOLLISTER
Entered service Sept. 2, 1917; 2d Lt., Engrs., N. A., July 26, 1917; Capt., Engrs., N. A., July 7, 1918. Overseas service Nov. 12, 1917–June 29, 1919. Resigned Sept. 25, 1919. With 20th Engrs.; with H. Q. Div. Constr. and Forestry, S. O. S., A. E. F.; H. Q., 1st Army; with 115th Engrs.

JOHNSON, JOHN MONROE
Entered service June 1, 1917, as Maj., E. O. R. C.; Lt. Col., Engr. R. C., Apr., 1918; Col., Engrs., U. S. A., Oct., 1918. Overseas service Oct. 18, 1917–May 1, 1919. Discharged June 4, 1919. With 117th Engrs., 42d Div. Four stars.

JOHNSON, LOUIS RAUB
Entered service Sept. 2, 1917, as Capt., Engrs., N. A., Overseas service July 9, 1918–July 16, 1919. Discharged Aug. 4, 1919. Co. Comdr. and Bn. Comdr., 516 Engrs., Engr. Depot, Gievres, France.

JOHNSTON, THOMAS STEWART
Entered service Nov. 4, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 4, 1918. E. O. T. S., Camp Humphreys.

JOHNSTONE, LESLIE INGALLS
Entered service Sept. 19, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 24, 1918. E. O. T. S., Camp Humphreys.

JONAH, FRANK GILBERT
Entered service June 7, 1917; Maj., E. O. R. C., Jan. 23, 1917; Lt. Col., Engrs., U. S. A., Oct. 3, 1918. Overseas service July 28, 1917–Jan. 13, 1919. Discharged Jan. 18, 1919 With 12th Engrs.; with Div. Light Ry. as Chf. Engr., G. H. Q., A. E. F.

JONES, HARRY EDWARD
Entered service Apr. 10, 1918, as Pvt., Sig. C., N. A. Overseas service Sept. 14, 1918–Jan. 1, 1919. Discharged Jan. 15, 1919. With Meteorological Sec., Sig. C.; Camp de Meucon, Vannes, France.

JONES, HARVEY WILLARD
Entered service Aug. 12, 1918; Capt., Q. M. C., Constr. Div., N. A., Aug. 2, 1918. Discharged May 12, 1919. Utilities Officer, Camp Lee.

JONES, HENRY LLEWELLYN
Entered service May 4, 1917, as Maj., E. O. R. C. Discharged Dec. 15, 1917.

JONES, JOHN HENRY
Capt., Canadian Pioneers, B. E. F.*

JONES, JONATHAN
Entered service July 30, 1917, as Capt., Engrs., N. A.; Maj., Engrs. U. S. A., Oct. 19, 1918. Overseas service Mar. 30, 1918–July 9, 1919. Discharged July 29, 1919. Co. Comdr. and Comdr., Eng. Motor Train, 23d Engrs.; 1st Army, Meuse-Argonne offensive. One star.

JONES, LEWIS ALLEN
Entered service Aug. 31, 1917; Capt., E. O. R. C., June 12, 1917. Overseas service Apr. 29, 1918–Apr. 1, 1919. Discharged Apr. 2, 1919. Co. Comdr., 17th and 514th Engrs.; Resident Engr., Hosp. constr., London.

JONES, PAUL SIDNEY
Entered service May 15, 1918, as Pvt., F. A., N. A.; Pvt., Engrs., N. A., Aug., 1918; 2d Lt., Engrs., U. S. A., Oct., 1918. Discharged Feb. 21, 1919. With 5th Engr. Training Regt.; trained newly drafted engr. troops.

JONES, PERCIVAL CHARLES
Entered service Nov. 18, 1917, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., Feb. 18, 1918; Sgt., Engrs., U. S. A., Apr. 15, 1919; 2d Lt., Engrs. U. S. A., May 22, 1919. Overseas service Mar. 27, 1918–June 9, 1919. Discharged June 20, 1919. With 23d Engrs.; road work in St. Mihiel and Meuse-Argonne offensives. Two stars.

JONES, PERCY FRANCIS
Capt., Engrs., U. S. A.*

JONES, SIDNEY GARDNER
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Feb. 18, 1918–May 1, 1919. Discharged May 25, 1919. Co. Comdr., 35th Engrs. and various T. C. Cos. included in 35th Engrs.; Salvage Officer and San. Officer, Camp Aytre, La Rochelle, France.

JORDAN, HARRY EDWARD
Entered service July 26, 1918, as Capt., Q. M. C., Constr. Div., N. A.; Maj., Q. M. C., Constr. Div., U. S. A., June 2, 1919. Discharged Sept. 9, 1919. Southeastern Dist., Insp. of Utilities Service; Utilities Officer, Const. Q. M., and Sr. Officer of Real Estate Damage Claims Bd., Camp Sevier, S. C.

JOSEPH, JACOB
Entered service Apr. 20, 1918, as Pvt., Sig. C., N. A. Overseas service Aug. 5, 1918–Apr. 19, 1919. Discharged Apr. 29, 1919. With Meteorological Sec., Sig. C.

JOUINE, GEORGES PIERRE FERDINAND
Entered service Sept. 9, 1914, as Pvt., F. A., French Army; Cpl., F. A., Sept., 1915; Sgt., F. A., Mar., 1916; Sous-Lt. Tanks Corps, May, 1917. With French Army from enlistment to Mar. 14, 1919. With Trench Mortar Battery, 58th F. A.; with 81st Heavy F. A., Tank Corps Dept. Croix de Guerre, with three silver stars. Both units with which he served twice cited and awarded Croix de Guerre with Palm, allowing members to wear fourragère, red and green. Wounded five times.

JUDSON, WILLIAM VOORHEES
Entered service June 15, 1884; Brig. Gen., N. A., Aug. 5, 1917. Overseas service, May 15, 1917–Feb. 22, 1918. Returned to rank of Col., C. of E., U. S. A., Feb. 6, 1919. Chf. of Military Mission to Russia. Order of St. Anna and Order of St. Stanislaus, Russia.

KACKLEY, WALTER JOHN
Entered service May 1, 1918, as Lt., Jr. Grade, C. E. C., U. S. N. R. F.; Lt., C. E. C., U. S. N. R. F., Dec. 1, 1918. Released from active service May 1, 1919. Project Officer and Asst. Technical Officer on design, Public Works Dept., Philadelphia Navy Yard.

KANE, DANIEL COUGHLIN
1st Lt., Engrs., U. S. A.*

KANE, IRVING PATTERSON
Maj., Engrs., U. S. A., A. E. F.*

KARNOPP, EDWIN BENJAMIN
Entered service Apr., 1918; Capt., Engrs., N. A., June, 1918. Overseas service July, 1918–Mar., 1919. Discharged Sept., 1919. With 22d Engrs., on light ry. constr. in Meuse-Argonne Sector.

KASTENHUBER, EDWIN GUSTAVE, JR.
Entered service Nov. 28, 1917, as 1st Lt., San. C., N. A.,; Capt., San. C. N. A., March 4, 1918. Overseas service July 8, 1918–July 8, 1919. Discharged July 30, 1919. San. Engr. to Div. Surgeon, 35th Div., Camp Bowie; C. O., San. Squadron 55, A. S., S. O. S., A. E. F.

KAUFMANN, ERNST GUSTAV
Entered service Feb. 27, 1918, as Pvt., A. S., N. A.; Sgt., 1st Class, A. S., U. S. A., Nov. 8, 1918; 2d Lt., Q. M. C., U. S. A., Nov. 29, 1918. Overseas service Oct. 21, 1918–July 20, 1919. Discharged Aug. 6, 1919. With 499th Aero Squadron, 307th Supply Train, Q. M. C.

KEENAN, JOHN THOMAS
Entered service Aug. 4, 1917, as Maj., Engrs., N. A. Overseas service July 1, 1918–July 12, 1919. Discharged July 30, 1919. Bn. Comdr., 28th Engrs., constr. light rys. and roads, 1st Army, St. Mihiel, Argonne, Langres, Aisne, France.

KEITH, GERALD MARCY
Entered service May 8, 1917; 2d Lt., E. O. R. C., June 28, 1917; 1st Lt., Engrs., N. A., June 3, 1918. Overseas service Dec. 11, 1917–May 6, 1918. Discharged Nov. 1, 1919. With 301st Engrs., Camp Devens; with 116th Engrs. in France; student, 2d Corps School; with 2d Engrs. in Ansauville Sector doing sapper duty; Instr., E. O. T. S., Camps Lee and Humphreys; constr., Camp Humphreys.

KELLER, ARTHUR RIPONT
Entered service June 13, 1918, as Capt., E. O. R. C. Discharged July 23, 1919. Training camp at Camps Lee and Humphreys; duty under Director Gen., Military Rys., Washington, D. C.

KELLER, CHARLES
Entered service June 11, 1890; Lt. Col., C. of E., U. S. A., at declaration of war; Col., Engrs., N. A., Aug. 5, 1917; Brig. Gen., N. A., Feb. 26, 1918. Overseas service Sept. 24, 1918–June 19, 1919. Returned to rank of Col., C. of E., U. S. A., June 30, 1919. Asst. to Chf. of Engrs., U. S. A., Power Sec., War Industries Bd.; Secy. and Executive, Comm. on Inland Waterways, R. R. Administration; Deputy Ch. Engr., A. E. F. Distinguished Service Medal; Officier, Legion d'Honneur.

KELLEY, JAMES AUGUSTUS
Maj., Engrs., U. S. A.*

KELLY, EARL WALLACE
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 13, 1917. Overseas service June 22, 1918–July 14, 1919. Discharged Aug. 4, 1919. Co. Comdr., 302d Bn. Tank Corps; Co. Comdr. Camp Pike Inf. Replacements; Co. Comdr., 116th Engrs.; Co. Comdr. 1st Army Punishment Bn.; with 1st Engrs.; Executive Officer, Coblenz Leave Area. One star.

KELLY, HUGH AMBROSE
Entered service Sept. 5, 1917, as Pvt., Inf., N. A.; 2d Lt., Inf., N. A., June 1, 1918; 2d Lt., Engrs., U. S. A., Nov. 5, 1918. Discharged Feb. 5, 1919. With 312th Inf.; O. T. S., Camp Dix.; Co. Comdr., 153d Depot Brig.; 1st Engr. Replacement Regt., Washington Barracks; with 214th Engrs.

KELLY, WILLIAM
Entered service June, 1895; Col., Engrs., N. A., Aug. 5, 1917. Overseas service Oct. 18, 1917–Jan. 24, 1920. Returned to permanent grade of Lt. Col., C. of E. U. S. A. C. O., 117th Engrs.; Chf. Engr., 42d Div.; Chf. Engr., 4th Army Corps; C. O., Base Secs. No. 7 and 9; Deputy Chf. of Staff, American Forces in France; duty with Peace Commission. Distinguished Service Medal; Officier, Legion d'Honneur. Four stars.

KEMP, JOHN EDWARD
Entered service Sept. 1, 1917, as Capt., E. O. R. C. Discharged Nov. 30, 1917, to enter civilian service overseas.

KEYS, EDWARD ALLEN
Entered service Aug. 8, 1917, as Capt., Engrs., N. A.; Maj., Engrs., U. S. A., Apr. 9, 1919. Overseas service Mar. 20, 1918–June 10, 1919. With 511th Engrs. on R. R. work at Nevers, storage depot constr. at Montierchaume, and road work, Tours Dist., France.

KHACHADOORIAN, HAROOTUN HOVHANNES
1st Lt., Engrs., U. S. A., A. E. F.*

KIMBALL, HERBERT SAWYER
Entered service June 26, 1917, as Capt., Ord. R. C. Discharged Feb. 8, 1919. Head of Engr. Sec., Nitrate Div., Ord. Dept., U. S. A.; Office, Chf. of Ord.

KING, CLIFFORD MARSHALL
Entered service Sept. 25, 1917; Capt., Engrs., N. A., Aug. 15, 1917. Overseas service July 9, 1918–June 18, 1919. Discharged July 14, 1919. Asst. Div. Engr., 88th Div.; Co. Comdr., and C. O., 528 Engrs.; Resident Engr. constr. and maintenance light rys., Toul Sector; St. Mihiel and Meuse-Argonne offensives. Two stars.

KING, ERIC TURE
Entered service July 6, 1917; Capt., E. O. R. C., May 16, 1917; Maj.., Q. M. C. Constr. Div., N. A., Mar. 22, 1918. Discharged Sept. 21, 1919. In chg. water supply constr., Camp Upton; Asst. to Officer in Chg. Constr. Div., Washington, D. C., in chg. procurement of supplies.

KING, HOWARD LANGDON
Entered service May 12, 1917; 2d Lt., Engrs., N. A., Aug. 15, 1917; 1st Lt., Engrs., U. S. A., Oct. 8, 1918. Overseas service June 28, 1918–Mar. 20, 1919. Discharged Apr. 4, 1919. With 27th Engrs. in Marne-Aisne, St. Mihiel and Meuse-Argonne offensives.

KING, THOMAS RICHARD
Entered service Nov. 12, 1917; 1st Lt., Engrs., N. A., Aug. 4, 1917. Overseas service Feb. 16, 1918–Apr. 16, 1919. Discharged May 24, 1919. With 116th and 316th Engrs.

KING, WINFIELD SCOTT
Entered service June 12, 1917, as Capt., Q. M. C. Const. Q. M., Ft. Benjamin Harrison.

KINGSLEY, EDGAR ALBERT
Entered service May, 1917: Maj., E. O. R. C., July 10, 1917. Overseas service Sept. 26, 1917–July 13, 1919. Discharged Aug. 4, 1919. Assisted in organization of Road Dept., S. O. S., A. E. F.: Supt of Roads, Intermediate Sec., A. E. F. Citation and meritorious service medal, France.

KINGSLEY, GEORGE
Entered service June 14, 1918, as Capt., E. O. R. C. Discharged Sept. 19, 1919. Designing, purchasing and shipping cargo handling devices for debarkation ports in France, and contract settlements in Office of Chf. of Engrs.

KINNE, GEORGE WHITNEY
Entered service Sept. 2, 1917; Capt., Engrs., N. A., Aug. 8, 1917. Overseas service Mar. 14, 1918–Sept. 15, 1919. Discharged Oct. 4, 1919. Office, Director Gen., Military Rys.; with Sec. Engr., Base Sec. No. 2; Depot Engr. Officer, Montierchaume.

KINNEAR, LAWRENCE WILSON
Entered service Jan. 19, 1918, as 2d Lt., Sig. R. C.; 1st Lt., A. S. A., U. S. A., Oct. 1, 1918. Discharged Feb. 15, 1919. With Officer in Chg. Constr., A. S.

KIPP, FREDERICK MARTIN, JR.
Entered service Sept. 2, 1917; 2d Lt., E. O. R. C., July 5, 1917; 1st Lt., Engrs., U. S. A., May 7, 1920. Overseas service May 10, 1918–June 2, 1920. Discharged June 27, 1920. With 33d Engrs. in constr. work, Intermediate Sec., S. O. S., A. E. F.

KIRBY, LUTHER HILL
Entered service July 18, 1917; Capt., E. O. R. C., June 23, 1917. Discharged Dec. 30, 1918. Assigned to Constr. Div. in constr. of various camps and base hosps. in U. S.

KIRSCHNER, CHARLES
Entered service May 30, 1918, as Pvt., Engrs., N. A. Discharged Dec. 11, 1918. With 472d Engrs. and E. O. T. S.

KISSACK, ALFRED BROUGHTON
Entered service Sept. 11, 1917; Capt., Engrs., N. A., July 30, 1917; Maj., Engrs., U. S. A., Sept. 21, 1918. Overseas service May 8, 1918–July 12, 1919. With 515th Engrs. in chg. constr. at Gievres and Montierchaume, France; Superv. Engr. of Roads, two French depts.

KITCHEN, ERNEST
Entered service Jan. 5, 1918; 1st Lt., Engrs., N. A., Aug. 11, 1917; Capt., Q. M. C., Constr. Div., U. S. A., Aug. 24, 1918. Engr. Officer, Harwood Mills, Va., Water Development; Const. Q. M., Coast Defenses, Northern New England, and Army and Navy Gen. Hosp., Hot Springs, Ark.

KITTREDGE, FRANK ALVAH
Entered service Mar. 1, 1918, as 1st Lt., Engrs., N. A.; Capt., Engrs., N. A., May 8, 1918 Overseas service, May 21, 1918–June 24, 1919. Discharged July 19, 1919. Co. Comdr., 43d Engrs., road and bridge work.

KITTREDGE, HARRY CHANDLER
Entered service Aug., 1918, as Capt., Engrs., U. S. A. Discharged Dec. 10, 1918. E. O. T. S., Camp Humphreys.

KITTS, JOSEPH ARTHUR
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 2, 1917. Overseas service Jan. 10, 1918–Feb. 9, 1919. Discharged Feb. 12, 1919. Instr. of Rigging, Camp Kearny; Post Engr. Officer, Blois, France; Executive Officer, Perigueux Hosp. constr.; Constr. Supply Officer, Is-sur-Tille.

KLAPP, EUGENE
Entered service Sept., 1918, as Maj., Engrs., U. S. A. Discharged Dec. 18, 1918. Camp Shelby.

KLEINSCHMIDT, HENRY SCHWING
Entered service Sept. 20, 1918, as Capt., Engrs., U. S. A. Discharged Jan. 11, 1919. E. O. T. S., Camp Humphreys.

KLINCK, JOHN HENRY
Maj., Q. M. C., U. S. A.*

KLINGNER, LOUIS WILLIAM
Entered service Nov., 1914; Lt., Canadian Engrs., Jan. 21, 1915; Capt., Canadian Engrs., May 24, 1918. Overseas service Mar. 11, 1916–July 4, 1919. Released from active service, July 6, 1919. With 2d Field Co., Canadian Engrs.; with 10th Bn., 4th Canadian Div.; Staff Capt., Canadian Engrs.; Instr., Toronto; in chg. constr. Niagara Camp; C. O., Depot Co. Canadian Eng. Training Depot, Ottawa. With B. E. F. at Ypres salient, Somme, Vimy Ridge, La Coulotte, Lens, Hill 70, Passchendaele, Arras, Amiens, Drocourt Queant, Canal du Nord, Cambrai, Denain, Valenciennes, Mons. Military Cross, Great Britain.

KLUEGEL, HARRY ALLARDT
Entered service Jan. 28, 1918; Capt., Q. M. C., N. A., Jan. 10, 1918; Maj., Q. M. C., Constr. Div., U. S. A., Nov. 14, 1918. Asst. Const. Q. M. and Utilities Officer Camp Lewis; Const. Q. M., and Utilities Officer, Camp Fremont and Walter Reed Hosp.; Asst. Dept. Utilities Officer, H. Q., Western Dept., San Francisco, Cal.

KNAP, EDGAR DAY
Entered service Nov. 28, 1917, as Capt., Engrs., N. A. Resigned Mar. 27, 1918. Co. Comdr., 23d Engrs. (Served overseas with Y. M. C. A.)

KNIGHT, GERALD WILSON
Entered service May 8, 1917; Capt., Engrs., N. A., July 11, 1917. Overseas service Oct. 18, 1917–Feb. 22, 1919. Discharged May 5, 1919. Office, Chf. of Engrs., requisitioning water supply materials for overseas; Co. Comdr., 26th Engrs.; attached to G. H. Q., A. E. F., in Water Supply Div.; Adj. to Chf. Engr., 2d Army. Diploma from Gen. Bullard for meritorious service.

KNISKERN, PHILIP WHEELER
Entered service Sept. 2, 1917; Capt., Engrs., N. A., July 10, 1917. Released from active service Sept. 6, 1919. Assigned to duty with Constr. Div.; Const. Q. M. at Chemical Plant No. 4, Saltville, Va.; Const. Q. M., Kingsport Plant, Edgewood Arsenal, Kingsport, Tenn.

KNOLLMAN, ENNO PAUL
Entered service Dec. 15, 1917, as Seaman, 2d Class, U. S. N. R. F.; Ensign, U. S. N. R. F., May, 1918; Lt., Jr. Grade, U. S. N. R. F., Mar., 1919. Released from active service Oct. 20, 1919. Ord. design, U. S. Naval Gun Factory, Washington, D. C.

KNOST, WILLIAM ARNOLD
Entered service Aug. 26, 1917; 1st Lt., C. A. C., N. A., Nov. 27, 1917. Overseas service June 10, 1918–Aug. 26, 1919. Discharged Sept. 15, 1919. Coast defense, Los Angeles, Cal.; Co. Comdr., 53d Ammunition Train; Co. Comdr., 55th Ammunition Train; duty at embarkation camp, St. Nazaire, France.

KNOX, JEAN HOWARD
Entered service Apr. 14, 1918; Lt., C. E. C., U. S. N. R. F., Apr. 5, 1918; Lt. Comdr., C. E. C., U. S. N. R. F., June 6, 1919. Overseas service Apr. 24, 1918–Feb. 11, 1919. Released from active service, Nov. 1, 1919. Public Works Officer, Naval Base, Pauillac and Paimboeuf, France; Aide to Staff of Aviation, Brest, France; Public Works Officer, Naval Air Sta., Brunswick, Ga.; Asst. Public Works Officer, Naval Base, Norfolk, Va.

KOHL, FRANK EDWARD, JR.
Entered service Dec. 9, 1917, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., Mar. 1, 1918; Sgt., Engrs., N. A., July 1, 1918. Overseas service Mar. 28, 1918–May 2, 1919. Discharged May 10, 1919. With 302d Engrs.; E. O. T. S., Langres, France, qualified for 2d Lt.

KOOP, LOUIS DIETRICH
Entered service June 24, 1917, as Lt., E. O. R. C.; Capt., Engr. R. C., May, 1918; Maj., Engrs., U. S. A., Feb., 1919. Discharged Feb., 1919. With 102d Engrs. at Camp Wadsworth; Const. Q. M., Camp Wadsworth; with 211th Engrs., Camp Meade.

KOSS, GEORGE WALTER
Capt., Engrs., U. S. A.*

KRACH, FRED ROY
Entered service Oct. 27, 1917, as Pvt., Engrs., N. A.; Pvt., 1st Class, Engrs., N. A., Oct., 1918. Overseas service Jan. 23, 1918–June 8, 1919. Discharged June 20, 1919. With 23d Engrs. Three stars.

KRIGBAUM, LOWELL GAYNOR
Entered service Sept. 2, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs., U. S. A., Oct. 21, 1917. Overseas service Jan. 7, 1918–June 27, 1919. Discharged July 2, 1919. With 109th Engrs.; on duty in Div. Constr. and Forestry, S. O. S., A. E. F.

KROMER, CLARENCE HERBERT
Entered service Oct. 27, 1918, as 1st Lt., Engrs., U. S. A. Discharged Feb. 15, 1919. With 403d Engrs.; E. O. T. S., Camp Humphreys.

KUTZ, CHARLES WILLAUER
Entered service in 1889; Lt. Col., C. of E., U. S. A., at declaration of war; Col., Engrs., N. A., Sept., 1917; Brig. Gen., N. A., June 26, 1918. Returned to permanent grade of Col., C. of E., U. S. A. Overseas service July 23, 1917–July 31, 1918. Asst. to Chf. Engr., A. E. F.; C. O., 13th Engrs.; Asst. Chf. of Staff, S. O. S., A. E. F.; C. O., Camp Humphreys. Croix de Guerre, with Palm; Officier, Legion d'Honneur.

KYLE, RALPH BRIGGS
Entered service July 27, 1917; 1st Lt., Engrs., N. A., Sept. 2, 1917. Discharged Mar. 15, 1918. Instr. in Reconnaissance, E. O. T. S., Ft. Leavenworth; Inf. Instr., trench and dugout constr., Camp Funston.

LaBACH, PAUL MAYER
Entered service Feb. 15, 1918; Maj., Engrs., N. A., Jan. 31, 1918. Discharged July 28, 1919. Overseas service Feb. 26, 1918–June 27, 1919. Engr., Water Supply, T. C., in chg. territory from base ports to the Rhine. One star.

LABSAP, ALFRED HARRY
Entered service May, 1917; 1st Lt., 114th Engrs., N. A., 39th Div., Aug. 17, 1917. Discharged June 5, 1919. Overseas service July 29, 1918–May 5, 1919. Road building, rifle range constr. and training of engr. troops at Camp Beauregard. With 1st Army Corps, Meuse-Argonne offensive.

LAKE, EDWARD NELSON
Entered service June 8, 1918, as Maj., Q. M. C., Constr. Div. Discharged Apr. 4, 1919. In chg. constr. Proving Grounds, Scituate, Mass., and Toluol Recovery Plant, Everett, Mass.

LAMB, LYMAN CALVIN
Capt., Engrs., U. S. A.*

LAMBERT, BYRON JAMES
Entered service Nov. 17, 1917. Maj., Engrs., N. A., 23rd Regt., Dec., 1917. Discharged Jan. 6, 1919. Overseas service Mar. 30, 1918–Dec. 22, 1918. C. O., 23d Engrs.; Bridge Engr., 1st Army; Asst. to Chf. of Offense Div., C. W. S. Two stars.

LAMPHERE, FRANK ELMER
Entered service June 13, 1917, as Maj., Q. M. C., Cantonment Div.; Col., Q. M. C., Constr. Div., Mar. 18, 1918. Discharged June 30, 1920. Const. Q. M., at Camp Taylor, Port Newark Terminal and Charleston, S. C., Port Terminal, including extensive incidental constr.; in chg. Eng. Sec., Constr. Div.

LAMSON, WILLIAM MATHER
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 23, 1917; Maj., E. O. R. C., Aug. 15, 1917. Overseas service July 29, 1918–July 22, 1919. Discharged Aug. 13, 1919. C. O., 1st Bn., 306th Engrs., U. S. and France; Student Officer, Army Gen. Staff College, France; Supt. Bldgs. and Grounds, H. Q., A. E. F. Univ., Beaune, France. One star.

LANCASHIRE, FOREST HENRY
Entered service May 16, 1918, as Capt., Engrs., N. A. Discharged Dec. 13, 1918. E. O. T. S., Camp Lee; Office, Chf. of Engrs., Washington, D. C.; Co. Comdr., 211th Engrs., Sapper Regt., 11th Div.

LAND, JOHN THOMAS
Entered service Dec. 28, 1917; Capt., Engrs., N. A., July 30, 1917. Discharged Mar. 28, 1918.

LANE, ALBERT LOSSEN
Entered service Aug. 26, 1917, R. O. T. C.; 1st Lt., Inf., Nov. 26, 1917; Capt., Inf., Sept. 5, 1918. With 50th Inf. training troops; Co. Comdr., R. O. T. C. and S. A. T. C., Plattsburg; college detail instructing engr. units.

LANE, EMORY WILSON
Entered service Apr. 1, 1918; 2d Lt., A. S., U. S. A., Sept. 21, 1918. Discharged Dec. 21, 1918. Eng. Dept., Dorr Field; Asst. Supt. Constr., A. S. Mechanics Training School, St. Paul, Minn.

LANSDALE, JOHN
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 28, 1917; Maj., E. O. R. C., Aug. 26, 1917. Overseas service Dec. 18, 1917–July 6, 1919. Discharged July 30, 1919. Engr. in chg. railroad to American Hospital at Angers, France; Supt., R. R. Constr., Nevers, France; Chf. Asst. to Chf. of Railroad and Dock Constr., Office Chf. Engr., A. E. F.; Chf. of Section, Tours, France. Citation by Gen. Pershing; Officier de Academie, with Palms; Chevalier du Merite Agricole.

LARKIN, CHARLES RAYMOND
Entered service Sept. 12, 1918, as Pvt., Q. M. C., Constr. Div., U. S. A.; 2d Lt., Q. M. C., Constr. Div., U. S. A., Dec. 7, 1918. Discharged Dec. 7, 1918.

LaROCHE, ARTHUR LEWIS
1st Lt., Engrs., U. S. A., A. E. F.*

LARRISON, GEORGE KIRKPATRICK
Entered service Aug. 26, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 31, 1919. Havre Dept. Staff; Gen. Staff.

LATHBURY, BENJAMIN BRENTNALL
Entered service Nov. 6, 1917, as Maj., Ord. Dept., U. S. A.; Lt. Col., Ord. Dept., U. S. A., Oct. 5, 1918; Col., Q. M. C., U. S. A., July 7, 1919. In office Chf. of Ord. Dept.; representative of Chf. of Ord. in Constr. Div.; on Secretary of War's Special Committee for Settlement of Certain Contracts Involving Constr. of Plant Facilities; on Special Committee for Settlement of Contracts with Canadians; Asst. to the Asst. Secy. of War.

LATIMER, CLAUDE ALFRED
Entered service May 8, 1917; 2d Lt., E. O. R. C., Jan. 15, 1917; 1st Lt., Engrs., N. A., July 20, 1918. Discharged Dec. 20, 1918. Training Camp, Ft. Oglethorpe, Ga.; with 3d Engrs. in Panama, in chg. constr. military roads and trails.

LAVERTY, SAMUEL PERRY
Entered service Sept. 10, 1917 as Pvt., Inf., N. A.; Sgt., Ammunition Troops, Oct. 18, 1917; 2d Lt., Engrs., N. A., Mar. 31, 1918; 1st Lt., Engrs., N. A., June 22, 1918. Overseas service Aug. 30, 1918–June, 1919. Discharged July 11, 1919. With 364th Inf., 316th Ammunition Troops, 522d Engrs.; Adj., 522d Engrs., Meuse-Argonne offensive; Toul Sector; Regtl. Historian; Gas Officer; Advance Officer at Port of Embarkation.

LAWRENCE, FRANK ELMAKER
Entered service May 8, 1917; 1st Lt., Engrs., N. A., July 21, 1917; Capt., Engrs., N. A., Mar. 10, 1918; Maj., Engrs., U. S. A., Feb. 13, 1919. Overseas service July 28, 1917–July 13, 1919. Discharged July 14, 1919. With 17th Engrs.; represented American Relief Administration in Jugo-Slavia at Ragusa, Dalmatia, Belgrade, Serbia. Class III, Order of St. Sava, Serbia.

LAWTON, RICHARD MACK
Maj., Engrs., U. S. A., A. E. F.*

LEA, SUMTER, JR.
Capt., Engrs., U. S. A., A. E. F.*

LEACH, HARRY RAYMOND
Sgt., 1st Class, Sig. C., U. S. A.*

LEARNED, ALBERT PREISACH
Entered service Mar. 26, 1918, as 1st Lt., San. C., U. S. A. Discharged Feb. 20, 1919. C. O. Detachment, and Camp. San. Engr., Camp Beauregard.

LeBARON, ROBERT WENDELL PHILLIPS
Entered service May 8, 1917, as 2d Lt., E. O. R. C.; 1st Lt., E. O. R. C., July 10, 1917. Overseas service July 23, 1917–July 17, 1919. Discharged Aug. 2, 1919. With 13th Engrs.; Military Instr.; attached to French 2d Army, constr. artillery tracks, reconstr. French highways; Meuse-Argonne offensive. One star.

LECKIE, ALEXANDER ROSS
Entered service June 20, 1917; Capt., E. O. R. C., Aug. 5, 1917. Overseas service July 30, 1918–May 30, 1919. Discharged June 24, 1919. C. O., Co. B., 111th Engrs.; Topographical Officer; 1st Army Corps, St. Mihiel and Meuse-Argonne offensives. Two stars.

LEE, ALONZO CHURCH
Entered service Aug. 27, 1917, 2d Officers' Training Camp; 1st Lt., Inf., N. A., Nov. 27th, 1917. Overseas service July 7, 1918–July 17, 1919. Discharged Aug. 6, 1919. With 51st Inf., 6th Div. and 17th M. G. Bn.; Bn. Supply Officer; Vosges Mountains-Gerardmere Sector and Meuse-Argonne offensives. Two stars.

LEE, AUGUSTINE LEFTWICH
Entered service Dec. 27, 1917; Capt., Engrs., N. A., Sept. 27, 1917; Maj., Engrs., U. S. A., Aug. 9, 1918. Overseas service Oct. 27, 1918–July 10, 1919. Discharged July 18, 1919. Co. Comdr., 522d Engrs., Camp Humphreys; Musical Director; with 540th Engrs. on constr. Rifle Range; salvaging German, French and American Rys. at St. Mihiel and Verdun; Supt. and Sec. Engr. of Roads, Base Sec. No. 7; Asst. Engr., Base Sec. No. 2; C. O., 130th Engr. Bn.

LEE, CHARLES AVERY
Entered service Apr. 16, 1918, as Lt., C. E. C., U. S. N.; Lt. Comdr., C. E. C., U. S. N., June, 1919. Released from active duty June 23, 1920. With Bureau of Yards and Docks, Washington, D. C.; Public Works Dept., Philadelphia Navy Yard, in chg. constr. of dry dock.

LEE, CHARLES HAMILTON
Entered service May 8, 1917; 2d Lt., E. O. R. C., Mar. 1, 1917; 1st Lt., E. O. R. C., Sept. 8, 1917; Capt., Engrs., U. S. A., Oct. 31, 1918. Overseas service Oct. 18, 1917–Mar. 12, 1919. Discharged July 21, 1919. With 26th Engrs.; Water Supply Officer; Water Intelligence Officer, Water Supply Service, 1st Army; St. Mihiel and Meuse-Argonne offensives.

LEE, JOHN LOUIS
Entered service Jan. 3, 1918, as Maj., Q. M. C., N. A. Discharged July 1, 1919. Const. Q. M., Charleston and New Orleans; Member, Ord. Claim Bd., Gillespie Plant Explosion, Perth Amboy, N. J.

LEEDS, CHARLES TILESTON
Entered service June 13, 1899; Capt., C. of E., U. S. A., Feb. 27, 1911; retired Sept. 28, 1912; re-entered service Apr. 7, 1917; Maj., Engrs, U. S. A., Oct. 3, 1918. Released from active duty July 10, 1919. Dist. Engr., Los Angeles, Cal., on constr. of fortifications and improvement of harbors; C. O., S. A. T. C., Throop College of Technology.

LEFEVER, KENNETH W.
Entered service Aug. 5, 1918, as Pvt., Engrs., N. A. Overseas service Sept. 15, 1918–June 19, 1919. Discharged July 3, 1919. With 113th Engrs., on hosp. and barrack constr. and road repairing.

LEHRBACH, HENRY GARDNER
Entered service June 28, 1917; Lt., Jr. Grade, C. E. C., U. S. N., June 15, 1917; Lt., C. E. C., U. S. N., Oct. 15, 1917. Asst. Public Works Officer, Navy Yard, Charleston, S. C., superv. constr.

LEISEN, THEODORE ALFRED
Entered service Oct. 27, 1917, as Maj., Q. M. C., N. A.; Lt. Col., Q. M. C., Constr. Div., June, 1919. Discharged June 6, 1919. In chg. Utilities, Camp Custer; Const. Q. M., extension to Camp Custer.

LEISER, FERDINAND
Candidate, C. O. T. S., F. A., U. S. A.*

LELAND, ORA MINER
Entered service Apr. 16, 1917, as Capt., E. O. R. C.; Maj., E. O. R. C., Aug. 14, 1917; Lt. Col., Engr. R. C., Apr. 17, 1918. Overseas service May 27, 1917–May 26, 1919. Discharged June 19, 1919. With 314th Engrs., 89th Div., Commandant, Technical School, 89th Div. Three stars.

LEMEN, WILLIAM CASWELL SMITH
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 21, 1917; Maj., Engrs., N. A., July 15, 1918; Lt. Col., Engrs., U. S. A., Oct. 24, 1918. Overseas service July 28, 1919–Sept. 17, 1919. Discharged Oct. 4, 1919. Special duty at Port of Embarkation; in chg. constr. and operation Engr. Depot, Kearny, N. J.; Engr. Officer, Port of Embarkation; Executive Officer, Port Storage, Port of New York.

LEONARD, OLIVER YEATON
Entered service Jan. 31, 1918, as 1st Lt., Eng. Div., Ord. Dept., U. S. A. Discharged July 23, 1919. Gen. design, Washington, D. C.; transferred to Salvage Bd. at Toronto, Canada. checking claims against U. S. Govt.; estimating cost of buildings.

LETTON, HARRY PIKE
Entered service Sept. 2, 1917; Capt., E. O. R. C., Apr. 2, 1917. Overseas service Jan. 23, 1918–Mar. 19, 1919. Discharged Mar. 30, 1919. With 111th Engrs. at Camp Bowie;

Water Supply Service, A. E. F., in chg. quality of water at Base Sec. No. 2 and with 1st Army. Torpedoed off North coast of Ireland on S. S. *Tuscania*.

LEVY, AARON GRETZNER
Entered service Aug. 19, 1918, as Capt., Q. M. C., Constr. Div. Discharged Apr. 15, 1919. Asst. Utilities Officer in chg. Water, Sewer and Pumping Secs., Camp MacArthur; Executive Officer of Utilities; details on salvaging of camp.

LEWIS, CHARLES GRANVILLE
Entered service Sept. 18, 1917, as Pvt., Engrs., N. A.; Cpl. Engrs., N. A., Mar. 28, 1918; M. E., Jr. Grade, Engrs., U. S. A., Nov. 26, 1918. Overseas service Dec. 26, 1917–Aug., 1919. Discharged Sept. 3, 1919. With 21st Engrs., reconnaissance and location light ry.; with North Russian Expedition on Murmansk-Petrograd Railroad. Three stars.

LEWIS, CHESTER BROOKS
Entered service Aug. 28, 1918; 1st Lt., Engrs., N. A., Sept. 4, 1918. Discharged Feb. 5, 1919. With 564th Engr. Service Bn.; Co. Comdr., 217th Engrs., Camp Beauregard.

LEWIS, FREDERICK HUMPHREVILLE
Entered service Dec. 28, 1917; Maj., E. O. R. C., June 17, 1917. Discharged Dec. 5, 1918. On staff, Chf. of Engrs., Washington, D. C.; with 4th Rgt., Engr. Replacement Troops, Camp Humphreys.

LEWIS, HAROLD MacLEAN
Entered service May 14, 1917; 2d Lt., E. O. R. C., June 11, 1917; 1st Lt., Engrs., U. S. A., Oct. 14, 1918; Capt., Engrs., U. S. A., Apr. 1, 1919. Overseas service Nov. 12, 1917–June 22, 1919. Discharged June 30, 1919. Adj. and Co. Comdr., 20th and 502d Engrs.

LEWIS, LUTHER HAMMOND
Entered service Apr. 13, 1918; Maj., Q. M. C., Constr. Div., N. A., Apr. 11, 1918. Discharged May 7, 1919. Liaison Officer between Constr. Div. and Surgeon General's Office on hosp. constr. in the U. S.; Const. Q. M. in chg. of all hosp. constr., except Base Hosps., at camps in U. S.

LIBBEY, VALENTINE BROUSSEAU
1st Lt., Engrs., U. S. A., A. E. F.*

LIGHTNER, GEORGE W. CASS
Entered service May 14, 1917; 1st Lt., Engrs., N. A., Sept. 8, 1917; Capt., Engrs., N. A., Feb. 25, 1918. Overseas service Dec. 26, 1917–May 22, 1919. Discharged May 24, 1919. With 21st Engrs. as Regtl. Supply Officer; Army School of the Line, and Army Gen. Staff College, A. E. F.; 2d Army, Advance Sec., S. O. S., A. E. F.

LILLY, RIDGELY CASEY
Entered service May 11, 1917; 1st Lt., E. O. R. C., June 13, 1917; Capt., Engrs., U. S. A., Aug. 29, 1918. Overseas service Sept. 12, 1917–Aug. 8, 1919. Discharged Aug. 29, 1919. Bn. Adj., 312th and 2d Engrs. Five stars.

LINDHE, JOHN BIRGER
Entered service Mar. 23, 1917; Lt., U. S. N. R. F., Nov. 22, 1917; Lt. Comdr., U. S. N., May, 1918. Overseas service Nov. 22, 1917–Aug. 2, 1919. Released from active service Aug. 2, 1919. Diploma for meritorious service. One star.

LINEBERGER, WALTER FRANKLIN
Entered service June 19, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Feb. 13, 1919. Overseas service Dec. 31, 1917—Mar. 29, 1919. Discharged Mar. 29, 1919. With 116th Engrs., 1st Engrs., 107th Engrs., 115th Engrs., Combat Units. Croix de Guerre; Citation French IV Army. One star.

LINSLEY, CHARLES WELLS
Entered service Apr. 8, 1918; Lt., Jr. Grade, C. E. C., U. S. N. R. F., Apr. 1, 1918; Lt., C. E. C., U. S. N. R. F., Feb. 25, 1919. Released from active service Apr. 8, 1919. Asst. to Public Works Officer, Hampton Roads, Va., constr. of training stas., operating base and air sta.

LIPARI, ATTILIO FELIX
Entered service Sept. 10, 1917, as Pvt. Sig. C., Aviation Sec.; 2d Lt., A. S., Oct. 4, 1918. Discharged Dec. 20, 1918. Assigned to duty with the Italian Aviation Mission, Washington, D. C.

LISMAN, OLIVER CROMWELL
1st Lt., Engrs., U. S. A., A. E. F.*

LIVERMORE, NORMAN BANKS
Entered service Sept 2, 1917; Capt., Engrs., N. A., Oct. 15, 1917; Maj., M. T. C., N. A., Aug., 1918. Overseas service Oct. 20, 1917–Jan. 10, 1919. Discharged Jan. 13, 1919. With British Army in Belgium and with A. E. F. in France. Officier, Legion d'Honneur.

LIVINGSTON, ARCHIBALD ROGERS
Entered service Aug. 5, 1917, as Capt., Inf., U. S. A.; Maj., C. of E., U. S. A., Oct. 13, 1917. Overseas service Aug. 8, 1918–June 28, 1919. Discharged July 11, 1919. With 115th Engrs. in Marbache Sector, north of Toul, and in Coblenz, Army of Occupation.

LOCKHARDT, WILLIAM FRANCIS
Entered service Dec. 15, 1917, as Sgt., 1st Class, Sig. C., A. S., U. S. A.; 2d Lt., Q. M. C., Constr. Div., N. A., July 11, 1918; 1st Lt., Q. M. C., Constr. Div., U. S. A., Aug. 24, 1918. Discharged Feb. 17, 1919. Asst. Supt. and Supt., Aviation and Supply Warehouse, Middletown, Pa, and Aviation Repair Depot, Indianapolis, Ind.; Staff Officer with Const. Q. M., Army Supply Base, Brooklyn, N. Y.

LOCKWOOD, RICHARD JOHN
Entered service Aug. 26, 1917; 2d Lt., F. A., N. A., Nov. 27, 1917; Capt., Engrs., N. A., Jan. 7, 1918; Maj., Engrs., U. S. A., Nov. 7, 1918. Overseas service Apr. 11, 1918–June 27, 1919. Discharged July 3, 1919. With 334th F. A., 87th Div., and Light Rys. and Roads Div., 1st and 3d Armies, A. E. F.; Chf. Engr., Light Rys., A. E. F. Two stars.

LOGAN, CHESTER RUSSEL
Entered service May 15, 1917; Capt., E. O. R. C., Aug. 15, 1917. Overseas service Nov. 12, 1917–June 11, 1919. Discharged Oct. 28, 1919. In chg. constr. at Valdahon; Bn. Adj., 318th Engrs., Vosges and Meuse-Argonne operations; with Peace Commission, War Damages Sec. Two stars.

LOGAN, VERNON LEMLEY
Entered service May 14, 1917, as Pvt., Engrs., Kansas N. G.; Sgt., 1st Class, Engrs., N. A., Aug. 1, 1917; 2d Lt., Engrs., N. A., Apr. 1, 1918; 1st Lt., Engrs., N. A., Aug. 1, 1918. Overseas service July 29, 1918–July 5, 1919. Discharged July 15, 1919. Constr. work at Camp Funston; Co. Comdr., 530th Engrs., 1st Army, A. E. F.; served at St. Mihiel and Argonne with 2d and 3d Armies; Advance Sec., S. O. S., A. E. F.

LONGLEY, FRANCIS FIELDING
Col., Engrs., U. S. A., A. E. F.*

LORD, ARTHUR RUSSELL
Entered service Sept. 2, 1917; Capt., Engrs., N. A., Aug. 1, 1917; Maj. Engrs., N. A., July 23, 1918. Discharged May 17, 1919. With 108th and 513th Engrs.; Concrete Ship Sec., U. S. Shipping Board, on research investigations.

LOSH, ALBERT RICHARD
Entered service Oct. 17, 1918, as Capt., C. W. S., U. S. A. Discharged Jan. 15, 1919. Plant constr., Edgewood Arsenal.

LOUCKES, FRANK IRWIN
Entered service May 5, 1917, as Capt., E. O. R. C.; Maj., T. C., U. S. A., Feb. 14, 1919. Overseas service Jan. 26, 1918–July 12, 1919. Discharged July 29, 1919. In chg. barge repair yards at Epone and St. Mammes, France.

LOUGHRAN, JAMES FRANCIS
Entered service Aug. 30, 1918, as Lt., C. E. C., U. S. N. R. F. Released from active service Apr. 9, 1919. Transportation Mgr., Naval Operating Base, Hampton Roads, Va.

LOVERING, HARRY DOUGLAS
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Sept. 13, 1917; Capt., Engrs., N. A., Aug. 3, 1918. Overseas service Feb. 19, 1918–Aug. 3, 1918. Discharged Jan. 18, 1919. With 107th Engrs., A. E. F.; Co. Comdr., 3d Engrs., Camp Humphreys.

LOWE-BROWN, WILLIAM LOWE
Entered service June 9, 1917, as Lt. Col., Royal Engrs., England; Lt. Col., Royal Marine Engrs., Mar. 18, 1918. Released from active service Dec. 27, 1918 Constr. Train Ferry, Richborough; Admiralty Works, Southwick, England.

LUCAS, EUGENE WILLETT VAN COURT
Lt. Col., Engrs., U. S. A.*

LUIGGI, LUIGI
Entered service Aug., 1915, as Col., Artillery Corps, Italian Army. Released from active duty Dec. 20, 1918. Member of Committee for Munition Works. Gold medal from Minister of Munitions, Italy, for distinguished service.

LUMSDEN, HUGH JOHN
Entered service Apr. 6, 1918, as Capt., Q. M. C., Constr. Div.; Maj., Q. M. C., Constr. Div., U. S. A., July 23, 1919. Asst. Superv. Const. Officer, Washington, D. C.; Const. Officer, Edgewood and Frankford Arsenals.

LUND, ALFRED MAJENDIE
Entered service Feb. 23, 1918, as Maj., San. C., N. A. Discharged Feb. 8, 1919. San. Engr., Camp Humphreys and Camp Hancock.

LUNDGREN, LEONARD
Entered service Aug. 5, 1917, as Capt., Engrs., N. A. Overseas service Nov. 26, 1917–July 14, 1919. Discharged Nov. 24, 1919. Army General Staff College, A. E. F., Sr. Instr., Eng. Army School of the Line. Citation for exceptionally meritorious and conspicuous service. Two stars.

LYNCH, EDWARD MELVILLE
Entered service Nov. 2, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 3, 1918.

LYNCH, JOHN FRANCIS
Capt., Engrs., U. S. A.*

LYON, GEORGE JOHN
Entered service Aug. 3, 1917; Capt., E. O. R. C., June 19, 1917. Discharged Aug. 15, 1917. With Constr. Div., Camp Hancock; Schenectady Q. M. Depot, Water Works Constr., Hampton Roads, Va.

LYON, LÉON ÉLIE
Entered service Jan. 19, 1917, as Capt., E. O. R. C.; Maj., R. T. C., June 17, 1918; Lt. Col., R. T. C., Nov. 2, 1918. Overseas service Oct. 3, 1917–July 28, 1919. Discharged Oct. 15, 1919. Chf. of Inland Waterway Transport Div., A. E. F. Citation for exceptionally meritorious and conspicuous service; Officier d'Académie; Order of Univ. Palms.

LYON, WARREN ADAMS
Entered service Oct. 16, 1917, as 2d Lt., C. of E., U. S. A.; 1st Lt., C. of E., U. S. A., Feb., 1918; Capt., C. of E., U. S. A., May 1918. Overseas service Apr. 30, 1918–Nov. 18, 1918. With 4th Engrs. (Sapper Regt.), through Aisne-Marne, St. Mihiel and Meuse-Argonne offensives. Four stars.

LYONS, HAROLD CHANDOS
Entered service Aug. 15, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs., U. S. A., Aug. 10, 1918. Overseas service Nov. 12, 1917–Aug. 20, 1919. Discharged Sept. 12, 1919. With 20th Engrs., A. E. F. Citation from Gen. Pershing for conspicuous conduct.

MACARTNEY, MORTON
Entered service June 13, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Jan. 16, 1919. Served at Washington, D. C. and as Utility Officer, Camp Humphreys.

MacGLASHAN, ALEXANDER
Entered service Apr. 12, 1917; Maj., Inf., U. S. A., Aug. 18, 1916; Maj., Engrs., N. A., Oct. 4, 1917. Overseas service June 18, 1918–May 24, 1919. Discharged May 28, 1919. With 1st Army, Meuse-Argonne offensive; with 104th Engrs. Diploma for work on constr. of bridges. Three stars.

MACHEN, HENRY BENNETT
Entered service July 1st, 1918, as Maj., Ord., Dept., U. S. A. In chg. constr., By-Product Coke Oven Plant, Buffalo, N. Y.

MACINTOSH, PERCY HUGH MARSHALL
Capt., Tropical Force, Australia, B. E. F.*

MACK, PAUL WARDLAW
Capt., Engrs., U. S. A.*

MACKENZIE, ALEXANDER
Maj. Gen., U. S. A. (*Retired*); returned to active service May, 1917. Released from active duty May, 1919. River and harbor work as Div. Engr., Northwestern Div., and Dist. Engr. on upper Mississippi River Improvement, releasing younger officers for overseas service.

MacKENZIE, LEON RODERICK
Entered service July 18, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged Feb. 14, 1919. Co. and Bn. Comdr., in chg. of training and equipment; Engr. of Roads, Gen. Staff, Newport News, Va.

MacNAUGHTON, PERCIVAL JOHN
Entered service May 21, 1918, as Ensign, C. E. C., U. S. N.; Lt., Junior Grade, C. E. C., U. S. N., Dec. 21, 1918. Released from active duty Dec. 28, 1918. With Bureau of Yards and Docks, Philadelphia Yard; Officer in chg. estimates, vouchers and contracts on constr. work, Structural Eng. Dept.

MACOMB, JOHN DE NAVARRE
Entered service Sept. 2, 1917; Capt., Engrs., E. O. R. C., June 23, 1917; Maj., Engrs., N. A., July 30, 1918. Overseas service Jan. 10, 1918–Aug. 20, 1918. Discharged Jan. 3, 1919. In chg., track constr., Storage Depot, Gievres, France; Co. Comdr., 548th Engrs., Camp Humphreys; Receiving Officer, Fort Benjamin Harrison; with 20th Engrs., Camp Forrest. One star.

McCALLA, WILLIAM AUGUSTUS
Entered service Sept. 12, 1917; Maj., E. O. R. C., June 19, 1917; Lt. Col., Engrs., U. S. A., Feb. 14, 1919. Overseas service Nov. 26, 1917–Apr. 20, 1919. Discharged Apr. 24, 1919. Bn. Comdr., 504th Engrs.; in chg., constr. of A. S. Production, France; in chg., highway repair. Chevalier, Legion d'Honneur.

McCANDLISS, EDGAR SCOTT
Entered service May 15, 1917; Capt., E. O. R. C., July 10, 1917. Overseas service June 11, 1918–Jan. 22, 1919. Discharged Jan. 27, 1919. Adj., 1st Bn., 314th Engrs.; Bn. Comdr., St. Mihiel offensive.

McCANDLISS, LESTER CHIPMAN
Entered service Apr., 1917, as 1st Lt., E. O. R. C.; Capt., Engr. R. C., Dec., 1917. Overseas service July 9, 1917–Apr. 8, 1919. Discharged May 1, 1919. Co. Comdr., 15th Engrs.; Army Gen. Staff College; constr., Advance Sec., S. O. S., A. E. F.

McCLEAN, GEORGE THOMAS
Entered service June, 1917, as Capt., E. O. R. C. Overseas service June 23, 1918–Apr. 12, 1919. Discharged Apr. 28, 1919. With 29th Engrs.; in chg., Technical Sec., Engr. Purchasing Office.

McCLELLAN, GEORGE ABRAHAM
Entered service Feb. 2, 1918, as Pvt., Sig. R. C., A. S.; 2d Lt., Sig. R. C., A. S., May 24, 1918; 2d Lt., Engrs., U. S. A., Aug. 29, 1918. Discharged Dec. 11, 1918. In chg., Aero Repair and Machine Shops, Chanute Field; with 9th Engrs.

McCLINTOCK, HALLETT EDWARD
Entered service Sept. 2, 1917; Capt., Engrs., N. A., Aug. 1, 1917. Overseas service Jan. 26, 1918–Jan. 5, 1919. Discharged Jan. 9, 1919. With 112th Engrs.; special and reconnaissance work, Transportation Sec., A. E. F.; Supply Officer, Railroad and Dock Sec., Div. of Constr. and Forestry, A. E. F.

McCLURE, HARRY CLIFFORD
Entered service June 21, 1918, as Capt., Ord. Dept., U. S. A. Discharged Mar. 6, 1919. With Nitrate Div. investigating nitrate plant sites; Ord. Officer and C. O. at U. S. Nitrate Plant No. 4, Cincinnati, Ohio; supervising work on roads, sewers, etc.

McCOMB, DANA QUICK
Entered service July 13, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., June 19, 1918. Overseas service Sept. 5, 1917–July 19, 1919. Discharged Aug. 13, 1919. With 3d Engrs. as Asst. to Dist. Engr. and Engr. Officer in chg. defensive work, constr. and maintenance of roads and fortifications; Asst. to Coast Defense Q. M., serving in Philippine Islands.

McCONNELL, EDWARD HERBERT
Entered service Sept. 2, 1917; 1st Lt., Engrs., N. A., Aug. 1, 1917; Capt., Engrs., U. S. A., Apr. 13, 1919. Overseas service May 10, 1918–July 12, 1919. Discharged Aug. 3, 1919. With 128th Engrs.; 1st Army Artillery and Railway Constr. Bn., Bridge Sec., A. E. F. Five stars.

McCRONE, ROSSITER MAGERS
Entered service July 6, 1918, as 1st Lt., Engrs., N. A. Discharged Jan. 20, 1919. In training, 6th, 10th, and 3d Engr. Training Regts.

McCULLOUGH, CONDE BALCOM
Capt., Engrs., U. S. A.*

McCULLOUGH, ERNEST
Entered service May 31, 1917; Maj., E. O. R. C., May 4, 1917; Lt. Col., C. W. S., U. S. A., Feb. 14, 1919. Overseas service June 2, 1917–Aug. 26, 1919. Discharged July 24, 1920. Chf. Engr., American Red Cross; Lecturer on Gas Warfare, Army Engineer School, Langres; Chf. Gas Officer on staff of Maj. Gen. Liggett, 1st Army Artillery; Asst. Chf. and Chf., Artillery Sec., Offense Div., C. W. S.; Constr. Engr., Rents, Reclamations and Claims Service; Asst. Commandant, Lakehurst Proving Ground. One star. One wound.

McDERMITH, ORO
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 27, 1917. Overseas service June 10, 1918–May 23, 1919. Discharged June 23, 1919. With 104th Engrs.; Topographical Officer, 29th Div. Two stars.

McDONALD, HARRY L.
Capt., Engrs., U. S. A.*

McDONALD, WILLIAM NAYLOR
Entered service July 8, 1918, as Capt., Engrs., N. A. Discharged Dec. 19, 1919.

McDONNELL, FRANCIS REGIS
Entered service June 28, 1918, as Lt., Jr. Grade, U. S. N. R. F.; Lt., U. S. N. R. F., Jan. 1, 1919. Overseas service July 31, 1918–June 10, 1919. Public Works Officer, Aviation Repair Base, Eastleigh, England; Executive Officer, Relief Unit, Lille, France; Naval Aviator at Naval Air Stas., Akron, Ohio, and Pensacola, Fla. One star.

McDONOUGH, MICHAEL JOSEPH
Col., Engrs., U. S. A.*

McENTIRE, LLOYD
Pvt., Inf., U. S. A.*

McFARLAND, HARRY FONTAINE, JR.
Entered service June 18, 1917, as 1st Lt., E. O. R. C.; Capt., Engr. R. C., Apr. 2, 1918. Overseas service July 26, 1917–Apr. 28, 1919. Discharged June 3, 1919. With 12th Engrs. and various British Armies. Military Cross, Great Britain. Eleven stars.

McGEE, ARTHUR BRANCH
Entered service Jan. 25, 1918, as Pvt., Ord. Dept., Nitrate Div.; Sgt., 1st Class, Ord. Dept., Nitrate Div., Mar. 4, 1918. Discharged Mar. 20, 1919. On detached service with Alabama Power Co., Birmingham, Ala.

McGEE, HAROLD GILBERT
Entered service Feb. 13, 1918, as 1st Lt., San. C., U. S. A.; Capt., San. C., U. S. A., Sept. 3, 1918. Discharged Apr. 9, 1919. Camp Sanitary Engr., Camps Jackson and Dodge.

McGEE, ROGER KEYES
Entered service June 4, 1918, as Capt., Engrs., N. A. Overseas service Oct. 25, 1918–June 12, 1919. Discharged Aug. 7, 1919. Co. Comdr., 547th Engrs.

McGEEHAN, PAUL
Entered service May 1, 1917, as Capt., E. O. R. C. Overseas service July 28, 1917–Apr. 26, 1919. Discharged Oct. 25, 1919. With 12th Engrs. on light ry. work; one year on British Front, battles of Cambrai and the Somme; with American Army at St. Mihiel and Toul. Four stars.

McGLATHERY, SAM LYON
Capt., Engrs., U. S. A., A. E. F.*

McGREGOR, ROBERT ROY
Entered service May, 1917; Capt., Engrs., N. A., Sept., 1917; Maj., Engrs., N. A., July, 1918. Overseas service Dec., 1917–Aug., 1918. Discharged Dec., 1918. With 21st Engrs., Camp Grant and in France; with 1st Div. in Lorraine; const. light rys. in Advance Sector, St. Mihiel and Pont a Mousson.

McGREW, JOHN ALEXANDER
Entered service July, 1917; Maj., Q. M. R. C., Dec. 8, 1916; Maj., Engrs., U. S. A., Aug., 1918. Overseas service June, 1918–Jan., 1919. Discharged Feb. 21, 1919. Transportation Officer, Camp Upton; in chg. pier and ordnance depot constr., Portsmouth, Va.; Terminal Supt., Bordeaux, France.

McINTOSH, SAMUEL FRASER
Entered service Jan. 31, 1918, as Capt., Ord. Dept. Discharged Feb. 18, 1919. In chg. design ordnance shipping depot and mechanical trades in constr. Proving Grounds, Aberdeen, Md.

McINTYRE, LEWIS WEDSEL
Entered service June 15, 1918, as Pvt., C. A. C., U. S. A.; 2d Lt., C. A. C., U. S. A., Sept., 1918. Discharged Sept., 1919. Instr., Orientation Dept., Coast Artillery School.

McKAY, GEORGE ALBERT
Entered service May 26, 1902; through all grades in C. E. C., U. S. N., to Comdr., Aug. 1, 1917. With Bureau of Yards and Docks, Washington, D. C.

McKENNEY, CHARLES ALBERT
Entered service May 16, 1917; Maj., Engrs., N. A., July 26, 1917; Lt. Col., Engr. R. C., Mar. 20, 1918; Col., Engrs., U. S. A., Sept. 29, 1918. Discharged Oct. 25, 1919. Prin. Asst. to Chf. of Engrs. in chg. of supplies; representative Priorities Div., War Industries Bd., in chg. of production, transportation, etc., of all supplies; Chf., Priority Sec., Purchase, Storage and Traffic Div.; Asst. Dir. of Purchases, in chg. of organization of war claim settlements; Member, Claims Bd. of War Dept.

McKINSTRY, CHARLES HEDGES
Entered service Sept., 1884; through all grades C. of E., U. S. A., to Brig. Gen., Aug. 5, 1917. Overseas service July 14, 1917–Aug. 6, 1919. Released from active service Sept. 16, 1919. C. O., 11th Engrs., in command 1st F. A. Brig.; Director of Light Rys. and Roads. Officier, Legion d'Honneaur; diploma for meritorious service. Three stars.

McLANE, GLENWOOD LYLE
Entered service July 7, 1917, as Capt., E. O. R. C.; Acting Maj., Engrs., U. S. A., Mar. 14, 1919. Overseas service May 2, 1918–June 27, 1919. Discharged July 23, 1919. With 110th and 546th Engrs.; Asst. Engr. of Roads in technical chg. German prisoners of war on road labor, 1st Army, A. E. F. One star.

McLOUD, PAUL
Entered service May 28, 1917; 1st Lt., E. O. R. C., June 13, 1917; Capt., Engrs., U. S. A., Aug. 31, 1918; Maj., Engrs., U. S. A., Apr. 8, 1919. Overseas service July 12, 1917–Oct. 2, 1919. Discharged Oct. 20, 1919. With 11th Engrs. on railroad, harbor, hosp. and camp projects, S. O. S.; supervising of allocation duty, Base No. 5. British Military Cross; Distinguished Service Cross. Two stars.

McMEEKIN, CHARLES WILLIAM
Entered service July 18, 1917, as Maj., Engrs., N. A. Released from active duty Oct. 27, 1919. War Plans Div., Gen. Staff, Chf. of Inventions Section.

McMILLAN, W. BRUCE
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., July 10, 1917. Overseas service Jan. 27, 1918–Apr. 5, 1919. Discharged Apr. 21, 1919. With 101st Engrs.; Instr., 3d Corps Schools.

McMULLEN, CLEMENTS
Entered service Sept. 1, 1917; 2d Lt., A. S., U. S. A., Mar. 5, 1918. Instr. in combat flying and aerial gunnery; in chg. Instruction Dept., Aerial Gunnery School.

McNAYR, GEORGE EVERETT
Entered service Sept. 2, 1917; 2d Lt., E. O. R. C., June 24, 1917; 1st Lt., Engrs., N. A., June 5, 1918; Capt., Engrs., U. S. A., May 14, 1919. Overseas service June 29, 1918–July 1, 1919. Discharged July 1, 1919. With 33d Engrs., S. O. S.

McRAE, HENRY CLINTON
Entered service May 12, 1917; 1st Lt., E. O. R. C., June 19, 1917. Overseas service July 10, 1918–Aug. 17, 1918. Discharged Sept. 5, 1919. With 306th, 318th, and 45th Engrs.; Staff of Gen. Supt., T. C., 14th Grand Div., as Supply officer. One star.

MADDOCK, THOMAS
Entered service Feb. 28, 1918, as 1st Lt., Engrs., N. A. Overseas service May 10, 1918–Jan. 31, 1919. Discharged Feb. 6, 1919. With 42d Engrs.; assigned to Staff Comdr., Base Sec. No. 1.

MADDOX, LUTHER ROBINSON
Entered service May 14, 1917; Capt., E. O. R. C., May 2, 1917. Overseas service July 28, 1917–July 29, 1919. Discharged Aug. 26, 1919. With 17th Engrs.; Gen. H. Q., A. E. F., in chg. reports of supply and constr.; Disposition Officer.

MADISON, JAMES TALBOTT
Entered service Sept. 22, 1918, as 1st Lt., Engrs., U. S. A. Discharged May 9, 1919. E. O. T. S., Camp Humphreys.

MAHON, JOHN MONTGOMERY, JR.
Entered service Jan. 4, 1918; Capt., Tank Corps, Dec. 19, 1917. Discharged Dec. 15, 1918. In command 310th Brig. H. Q.; San. Insp., Camp Colt.

MAIL, EUGENE FREDERICK
Entered service May 8, 1917; 2d Lt., E. O. R. C., Mar., 1917; 1st Lt., E. O. R. C., Aug. 15, 1917; Capt., Engrs., U. S. A., May, 1919. Overseas service May 1, 1918–Feb. 2, 1919. Discharged Feb. 12, 1919. Co. Comdr., 4th Engrs. Two stars.

MALLOY, JOHN MICHAEL
Entered service Nov., 1917, as 2d Lt., F. A., U. S. A. Discharged Dec. 20, 1918. Instr., Orientation, Map Work and Map Firing, Camps Funston and Jackson, and Ft. Sill.

MALONE, GEORGE WILSON
Entered service Jan. 5, 1918, R. O. T. S.; Lt., F. A., U. S. A., May, 1918. Overseas service Aug., 1918–Jan., 1919. Discharged Feb. 28, 1919. Intelligence Officer for 145th F. A., 65th Brig.

MALONY, WALDEN LE ROY
Maj., Q. M. C., U. S. A.*

MALSBURY, OMER EVERT
Entered service Sept. 10, 1917; Capt., E. O. R. C., June 13, 1917; Maj., Engrs., N. A., July 20, 1918. Discharged Jan. 31, 1919. Co. Comdr., 302d and 3d Engrs.; Topographical Insp., Military Survey of Panama; Engr. Instr., Camp Gaillard, Panama Canal Zone; Adj., 2d bn., 3d Engrs.; Acting Dist. and Dept. Engr., in chg. of gas training, Panama Canal Dept.; C. O., 2d Bn., 3d Engrs.

MALTBY, FRANK BIERCE
Entered service July 14, 1917; Maj., Engrs., N. A., Feb. 14, 1918; Lt. Col., Engrs., U. S. A., Feb. 13, 1919. Overseas service Sept. 20, 1918–June 29, 1919. Discharged July 16, 1919. With Constr. Div. in U. S.; Sec. Engr., Base Sec. No. 1, A. E. F., in chg. constr. Officier, Legion d'Honneur.

MANDELZWEIG, HYMAN HENRY
Entered service Apr. 6, 1917; Capt., Engrs., N. A., Aug. 23, 1917. Discharged Dec. 1, 1917. Training at Ft. Leavenworth; served in advisory capacity on Draft Boards.

MANDIGO, CLARK ROGERS
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Sept. 3, 1918. Overseas service June, 1918–Aug. 26, 1918. Discharged Nov. 30, 1918. With 314th Engrs., C. O., 1st Bn., A. E. F.

MANNING, WILLIAM JAMES HENRY
Entered service Sept. 2, 1917; 2d Lt., Engrs., N. A., June 20, 1917; 1st Lt., R. T. C., U. S. A., Feb. 24, 1919. Overseas service June 7, 1918–July 4, 1919. Discharged July 17, 1919. With 302d and 52d Engrs.; Co. Comdr. and miscellaneous camp duties; Railroad Transportation Officer, Camps Hunt, Le Courneau, and Gironde, France.

MANSFIELD, NEWTON
Entered service Mar. 29, 1917; Lt. Comdr., U. S. N., July 1, 1907. Released from active service Apr. 21, 1919. Navy Recruiting Officer, Pittsburgh and New York City Districts; Navy Recruiting Insp., Eastern Div.

MARCH, GEORGE MILES
Entered service May 13, 1917; 1st Lt., Engrs., N. A., June 28, 1917. Overseas service Feb. 18, 1918–July 5, 1919. Discharged July 11, 1919. With 301st, 314th and 507th Engrs., hosp. constr., road constr. and repair, Beaune, France.

MARKS, EDWIN HALL
Entered service June 15, 1905; through all grades in C. of E., U. S. A., to Col., Engrs., U. S. A., Aug. 1, 1918. Overseas service May 8, 1918–Sept. 12, 1918. Organized 20th, 41st, 42d and 43d Engrs.; in chg. Forestry Sec.; C. O., 20th Engrs. One star.

MARSH, CHARLES REED
Capt., Engrs., U. S. A.*

MARSHALL, ROBERT BRADFORD
Entered service June 22, 1917; Maj., E. O. R. C., Feb. 16, 1917; Lt. Col., Engrs., N. A., July 25, 1918. Discharged Mar. 31, 1919. In chg. military mapping in U. S. for U. S. Geological Survey; organized training school for topographical surveying, Washington, D. C.

MARSTON, ANSON
Entered service July 25, 1917, as Maj., Engrs., N. A.; Lt. Col., Engrs., U. S. A., Sept. 6, 1918. Discharged Dec. 14, 1918. Bn. Comdr., Iowa Engrs., Camp Dodge, on constr. and training, also 109th Engrs., Camp Cody; C. O., 97th Engrs., Camp Leach; in office Chf. of Engrs., outlining curriculum for Engineers School at Camp Humphreys.

MARTIN, GEORGE EARL
Entered service Oct. 1, 1917; Capt., Engrs., N. A., Aug. 11, 1917. Overseas service Mar. 30, 1918–June 8, 1919. Discharged July 2, 1919. Adj., 3d Bn., 23d Engrs.

MARTIN, JAMES WALTER
Capt., Engrs., U. S. A.*

MARTIN, LEWIS M.
Entered service Dec. 28, 1917, as Capt., Engrs., N. A. Discharged Apr. 2, 1918. Disqualified for active service by accident while in training.

MARX, RAYMOND
Entered service May 12, 1917; 2nd Lt., Inf., U. S. A., Aug. 15, 1917; 1st Lt., Inf., U. S. A., Sept. 15, 1918. Overseas service Apr. 4, 1918–May 10, 1919. Discharged May 28, 1919.

MASLEN, HAROLD CARPENDALE
Entered service Nov. 2, 1917, as Machinist's Mate, 2d Class, U. S. N.; Ensign, Feb. 2, 1918. Released from active service Jan. 31, 1919. Engr. in chg., insp. outside contracts, U. S. Navy Yard, Charleston, S. C.; eng. duties, U. S. S. *Wisconsin*. One star.

MASSEI, CAESAR
Entered service Mar. 29, 1917; Capt., C. A. C., U. S. A., Apr. 15, 1917; Maj., C. A. C., U. S. A., July 12, 1917; Maj., Engrs., U. S. A., Apr. 27, 1918. Overseas service June 30, 1918–Jan. 24, 1919. Discharged May 27, 1919. Battery Comdr., Ft. Monroe; Ft. Comdr., Fishermans Island; Bn. Comdr., 22d Engrs., constr. railway artillery; Instr. in Artillery; Camp Engr., at Fort Monroe and in France. Two stars.

MASSEY, GEORGE BRAGG
Entered service June 4, 1917, as Lt., Jr. Grade, U. S. N.; Lt., U. S. N., Feb. 1, 1918. Overseas service Dec. 19, 1917–Jan. 28, 1919. Released from active service Mar. 11, 1919. Chf. Engr., U. S. S. *Isla de Luzon;* U. S. Mine Force, Base No. 18, Inverness, Scotland.

MASSEY, WALTER F.
Entered service July 22, 1918, as Pvt., Engrs., N. A.; Sgt., 1st Class, Engrs., U. S. A., Dec. 28, 1918. Overseas service Oct. 18, 1918–July 9, 1919. Discharged July 17, 1919. With 129th Engrs.

MASTERS, FRANK MILTON
Entered service Nov. 21, 1917, as Maj., Ord. Dept., N. A. Discharged May 31, 1919. Personnel work, Washington, D. C.; Asst. Insp. Mgr., and Insp. Mgr., Phila. Ord. Dist.; Member, Claims Bd., Phila. Dist. Special diploma from Maj. Gen. C. C. Williams, Chf. of Ord.

MATLAW, ISAAC SOLON
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 26, 1917. Resigned Dec. 28, 1917. Co. Comdr., 23d Engrs., Acting Regt. Comdr.

MATTHEWS, WARREN SHEPARD
1st Class Pvt., Tank Corps, U. S. A.*

MAUL, THEODORE RUSSELL
Entered service Apr. 18, 1917; Capt., Q. M. R. C., June 3, 1916; Maj., Q. M. C., U. S. A., Feb. 13, 1919. Overseas service May 7, 1918–June 27, 1919. Asst. to Depot Q. M., Phila., in chg. constr. and repairs, etc.; Bn. Comdr., Stevedore Troops; Executive Officer, Depot Q. M., Gievres, France; Post. Q. M., Vals-les-Bains, France; Depot Officer, Pittsburgh, Pa.

MAURY, DABNEY HERNDON
Entered service Jan. 7, 1918, as Maj., E. R. C., Constr. Div.; Lt. Col., Q. M. C., Constr. Div., N. A., Mar. 18, 1918. Discharged May 31, 1919. Advisory Engr. on water supply on all army projects U. S. or island possessions; special assignment to U. S. Marine Corps, at Paris Island and Quantico, and to Navy Dept. at Pearl Harbor, Bishop's Point, and Puuloa Reservation, and to War Industries Board in Hampton Roads Dist. of the Army, Navy, Shipping Board and Housing Corp.

MAXSON, FRANK OSCAR
Entered service Oct. 26, 1881; through all grades in C. E. C., U. S. N., to Capt., Nov. 26, 1906. Recalled to active service Oct. 6, 1917. Released from active service Nov. 3, 1919. Public Works Officer, 7th Naval Dist., U. S. Naval Station, Key West, Fla.

MAZEAU, CAMILLE
Entered service Apr. 2, 1917; 1st Lt., C. A. C., U. S. A., June 16, 1916; Capt., C. A. C., U. S. A., Mar. 26, 1918. Overseas service Mar. 28, 1918–Jan. 21, 1919. Discharged Jan. 25, 1919. With the 56th Artillery, in command Battery D; with French troops, and with 3d and 5th Army Corps, 1st Army, A. E. F.; operations at Nancy, Chateau-Thierry, Vesle River and the Argonne. Two stars.

MEANS, JOHN SIEMON
Entered service May 15, 1917; 2d Lt., E. O. R. C., Aug. 15, 1917; 1st Lt., Engrs., N. A., July 18, 1918; Capt., Engrs., U. S. A., Apr. 7, 1919. Overseas service Jan. 23, 1918–July 28, 1919. Discharged Aug. 17, 1919. Supply Officer and Adj. with 508th Engrs.; Asst. Adj. and Aide to Chf. Engr., A. E. F. Chevalier du Merite Agricole.

MEARS, FREDERICK
Entered service Feb. 1, 1918; Col., Engrs., U. S. A., Jan. 16, 1918. Overseas service June 6, 1918–May 22, 1919. C. O., 31st Engrs.; Asst. Gen. Mgr. and Gen. Mgr., Railroad Dept., S. O. S., Tours, France. Distinguished Service Medal; Officier, Legion d'Honneur.

MECHLIN, OSCAR ALEXANDER
Entered service July 5, 1917, as Lt., U. S. N.; Lt. Comdr., U. S. N., Aug. 29, 1918; Comdr., U. S. N., June 26, 1919. Public Works Officer, Phila. Navy Yard and 4th Naval Dist.

MELIN, REYNOLD FERDINAND
Entered service Aug. 27, 1917; 1st Lt., Ord. Dept., U. S. A., Nov. 27, 1917; Capt., Ord. Dept., U. S. A., Oct. 1, 1918. Experimental Engr. on ry. artillery, Washington, D. C., and Proving Grounds.

MELLON, ALBERT EMERSON
Entered service Sept. 1, 1917, as Capt., C. A. C., U. S. A. Overseas service Dec. 27, 1917–Jan. 12, 1919. Discharged Jan. 31, 1919. C. O., 2d Anti-Aircraft Battery, 1st Army, A. E. F.

MELTON, ARTHUR POMEROY
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Apr. 19, 1919. Overseas service Aug. 5, 1917–Nov. 17, 1918. Discharged Dec. 20, 1918. 1st Asst., Water Supply and Sewerage Sec., Lines of Communication; S. O. S., Water Supply and Sewerage Officer, Base Sec. No. 5, A. E. F.

MENDENHALL, HERBERT DRUMMOND
Entered service May 16, 1917, as Capt., E. O. R. C. Overseas service July 23, 1917–July 21, 1919. Discharged Aug. 13, 1919. Office, Chf. of Engrs., Washington, D. C.; in chg. hosp. constr., Beau Dersert and Talence, also Le Courneau Camp, Base Sec. No. 2; in chg. demountable barrack contracts and settling engineer contracts. Chevalier de l'Etoile Noire.

MENEFEE, FERDINAND NORTHRUP
Entered service Oct. 6, 1917, as Capt., Ord. Dept., U. S. A.; Maj., Ord. Dept., U. S. A., July 25, 1918. Discharged May 29, 1919. Chf., Engrs. of Tests, Metallurgical Branch, Insp. Div.; Metallurgist, Cleveland Dist.

MENGEL, CARL WAYNE
Entered service May 7, 1917; 2d Lt., E. O. R. C., Apr. 16, 1917; 1st Lt., E. O. R. C., Aug. 15, 1917; Capt., Engrs., N. A., Mar. 23, 1918. Overseas service July 30, 1918–June 15, 1919. Discharged June 21, 1919. Adj., 2d Bn., 306th Engrs.

MERCKEL, FREDERICK GEORGE
Entered service July 16, 1918, as 2d Lt., San. C., Eng. Div., U. S. A.; 1st Lt., San. C., Eng. Div., U. S. A., May 3, 1919. Overseas service Sept. 29, 1918–Aug. 17, 1919. Discharged Sept. 3, 1919. Water Supply Service; Div. of Constr. and Forestry; Office, Chf. Engr., 3d Army, as Chf. of Water Purification Section.

MERRIAM, CHARLES ALLEN
Entered service June, 1917, as Capt., E. O. R. C. Discharged Jan. 23, 1919. Prin. Asst. to Const. Q. M., Tullytown Bag Loading Plant.

MERSHON, RALPH DAVENPORT
Entered service Jan. 23, 1917, as Maj., E. O. R. C.; Lt.-Col., Engrs., U. S. A., Oct. 30, 1918. Discharged Jan. 23, 1919. In chg. experimental work of Special Problems Committee, Naval Consulting Board.

MESSER, RICHARD
Entered service June 17, 1918, as Maj., Constr. Div., U. S. A. Discharged Mar. 14, 1919. In chg., Water and Sewer Sec., superv. operation and maintenance of water works and sewerage systems, etc., at army posts, camps and reservations.

MILES, GEORGE FREDERICK
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Feb. 27, 1918–July 4, 1919. Discharged July 8, 1919. Adj., 8th Bn., 20th Engrs., Orleans Forestry Dist., and Le Mans, Baugé and Bourges Dists., France.

MILHAN, DAVID NELSON
Entered service May 11, 1917; 1st Lt., Engrs., N. A., Sept. 6, 1917. Overseas service Sept. 16, 1918–July 6, 1919. Discharged Aug. 1, 1919. With 106th Engrs. at Brest, France, on constr. Camp Pontanezen.

MILKOWSKI, VICTOR JOHN
Entered service May 8, 1917, as 2d Lt., E. O. R. C. Overseas service Dec. 14, 1917–June 25, 1918. Discharged Nov. 30, 1918. On detached service with 302d, 101st and 117th Engrs., A. E. F.

MILLER, CHARLES HENRY
Entered service July 19, 1917; Maj., Engrs., N. A., Dec. 10, 1917. Overseas service Mar. 30, 1918–Apr. 2, 1919. Discharged Apr. 5, 1919. Const. Q. M., Camp Cody; Bn. Comdr., 23d Engrs.; Dist. Engr. at Langres, France.

MILLER, DANIEL CHAMBERS
Entered service June 19, 1917, as 1st Lt., E. O. R. C. Overseas service June 28, 1918–July 8, 1919. Discharged July 17, 1919. With 516th Engrs.

MILLER, GEORGE SOTER
Entered service July 15, 1917, as Maj., Engrs., N. A. Overseas service Feb. 15, 1918–July 15, 1919. Dischargerd July 31, 1919. Assigned to Constr. Div., A. S., on constr. of Flying Fields and Air Depots; Chf., Metal and Machinery Div., A. S., A. E. F.; Member, Gen. Purchasing Bd., and Liquidation Comm., A. E. F. Two stars.

MILLER, HAROLD BROWN
1st Lt., Engrs., U. S. A.*

MILLER, HUGH
Capt., Engrs., U. S. A.*

MILLER, JOHN OWEN
Entered service Sept. 22, 1917, as 1st Sgt., Machine Gun Co., Inf., N. A.; 2d Lt., Inf., N. A., June 1, 1918; 2d Lt., Engrs., N. A., July, 1918. Discharged Feb. 24, 1920. Instr. at Camp Humphreys; Personnel Adj.

MILLER, KARL ANDREW
Entered service May, 1918, as Pvt., Engrs., N. A.; Sgt., Engrs., N. A., Aug. 1, 1918; Sgt., First Class, N. A., July 25, 1919. Overseas service July 10, 1918–Aug. 20, 1919. Discharged Aug. 29, 1919. With 29th Engrs., in chg. computation of triangulation and traverse, 3d Army. Diploma from Gen. Pershing for meritorious service. One star.

MILLIS, JOHN
Entered service June, 1877; through all grades in C. of E., U. S. A., to Col., June 13, 1910. Div. Engr., Southeast Div.; Dist. Engr., Savannah Dist.; Dept. Engr., Southeast Dept., stationed at Savannah, Ga., throughout the war.

MILLS, GUY G.
Entered service June 28, 1917, as 1st Lt., E. O. R. C.; Capt., Engr. R. C., Feb. 25, 1918. Discharged May 16, 1919. Purchasing Officer, Constr. Div.; Adj., Mechanical Schools, Camp Humphreys.

MINER, ERWIN JOHN
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service July 9, 1918–Sept. 17, 1918. Discharged Mar. 24, 1919. Asst. to Div. Engr. Officer, 88th Div., Camp Dodge; Co. Comdr., 528th Engrs. Service Bn. in U. S. and overseas.

MINNISS, GEORGE STEWART
Entered service Aug. 5, 1917, as Maj., Inf., U. S. A. Discharged Oct. 31, 1919. Bn. Comdr., 55th Pioneer Inf.; Q. M., 2d Brig.; Bn. Comdr., 6th Bn. and 422d Reserve Labor Bn.; Pres., Maritime Investigation Board.

MITCHELL, CHARLES HAMILTON
Brig. Gen., Gen. Staff, B. E. F.* Distinguished Service Order; Companion of the Bath; Companion of the Order of St. Michael and St. George; Croix de Guerre; Ordre de Leopold, Belgium; Croce de Guerra and Officer of the Crown, Italy.

MOLITOR, FREDERIC A.
Entered service Feb., 1917, as Maj., E. O. R. C.; Lt. Col., Eng. R. C., Dec., 1917; Col., Engrs., U. S. A., Sept., 1918. Overseas service June 28, 1918–Mar. 9, 1919. Discharged Mar., 1919. Office Chf. of Engrs., Washington, D. C.; with 22d Engrs., Div. of Eng. Supplies. Diploma from Gen. Pershing; Officier, Ordre de l'Etoile Noire.

MOLLER, IRVING CLARK
Entered service May 7, 1917; Capt., E. O. R. C., Jan. 26, 1917; Maj., E. O. R. C., Aug. 14, 1917. Overseas service Mar. 26, 1918–Feb. 9, 1919. Discharged Feb. 11, 1919. Bn. Comdr., 23d Engrs., in district of Perigeux, Dordogne, France; on staff, Brig. Gen. W. D. Connor; Depot Engr. Officer, Base Sec. No. 7, A. E. F.

MONCRIEFF, JOHN MITCHELL
Lt. Col., Royal Engrs., B. E. F.* Commander of the Order of the British Empire.

MONK, PERCY SHELLEY
Entered service Apr. 28, 1918; 1st Lt., Engrs., N. A., June 10, 1918. Overseas service Aug. 14, 1918–Mar. 10, 1919. Discharged Mar. 20, 1919. With 29th Engrs.; detached service, Sound Ranging School, Ft. de St. Menge, France; Sound Ranging Sec. No. 4, 2d Army, in Woevre Sector, A. E. F.

MONROE, ROBERT ANSLEY
Entered service Sept. 2, 1917; 1st Lt., Engrs., N. A., Nov. 17, 1917; Capt., Engrs., N. A., July 10, 1918. Overseas service Apr. 30, 1918–Aug. 1, 1919. Discharged Sept. 20, 1919. With 4th Engrs. as Regtl. Supply Officer; Asst., G-1, 4th Div. Four stars.

MONTGOMERY, ALBERTIS
Entered service Sept. 2, 1917, as 1st Lt., Engrs., N. A.; Capt., T. C., U. S. A., Feb. 14, 1919; 1st Lt., C. of E., U. S. A., July 1, 1920. Overseas service June 7, 1918–Aug. 17, 1919. With 31st Engrs.; North Russian Exp. Force; with 9th Engrs.

MONTGOMERY, JULIAN
Entered service May 10, 1918, as Pvt., 1st Class; 2d Lt., Inf., U. S. A., Aug. 26, 1918; 2d Lt., Engrs., U. S. A., Oct. 6, 1918. Discharged Dec. 3, 1918. With 162d Depot Brig., Camp Pike; E. O. T. S., Camp Humphreys.

MOORE, JAMES ARCHIBALD
Entered service July 20, 1917; 1st Lt., Engrs., N. A., Aug. 3, 1917; Capt., Engrs., N. A., Aug. 1, 1918. Overseas service Mar. 30, 1918–Apr. 13, 1919. Discharged May 19, 1919. Co. Comdr.; Bn. Adj., Regtl. Supply Officer, 110th Engrs., service at Vosges, St. Mihiel, Verdun, and Meuse-Argonne offensives.

MOORE, LEWIS EUGENE
Entered service May 7, 1917; Capt., E. O. R. C., Apr. 16, 1917; Maj., Engr. R. C., June 14, 1918. Overseas service Oct. 27, 1917–Oct. 1, 1918. Discharged Dec. 23, 1918. In chg. field constr. and maintenance of highway bridges, 1st Army; design standard highway bridges, A. E. F.; in chg. bridge and road reconnaissance at the front for G. H. Q.; in chg. of obtaining special steel bridge equipment in U. S. for A. E. F.

MORE, CHARLES CHURCH
Entered service Sept. 2, 1917; Capt., Engr. R. C., June 19, 1917; Capt., Ord. R. C., Oct. 18, 1917; Maj. Ord. Dept., U. S. A., July 25, 1918. Discharged Oct. 1, 1919. With Constr. Sec., Supply Div., Ord. Dept., Washington, D. C.; Instr., Eng. School, Camp Humphreys.

MORELOCK, JOHN EARL
Entered service May 20, 1917; 2d Lt., E. O. R. C., June 27, 1917. Overseas service Dec. 11, 1917–Apr. 25, 1919. Discharged Apr. 30, 1919. With 306th Engrs., Camp Jackson; detached duty with Engr. Purchasing Office, A. E. F.; Bn. Adj., 508th Engrs.; with 112th Engrs. on special duty, Meuse-Argonne offensive. One star.

MOREY, EDWARD FRANCIS
Entered service Aug. 24, 1917, as Pvt., F. A., U. S. A.; Capt., F. A., U. S. A., Nov. 24, 1917. Overseas service May 22, 1918–Aug. 7, 1919. Discharged Aug. 19, 1920. With 2d Bn., Camp Stanley and A. E. F. Five stars.

MORGAN, THOMAS CHARLES
Entered service Apr. 5, 1918, as Pvt., F. A., U. S. A.; Cpl., F. A., U. S. A., July 1918; Sgt., F. A., U. S. A., Oct. 1, 1918. Overseas service Apr. 18, 1918–Aug. 8, 1919. Student at University College, London; with 304th F. A. Citation from Gen. Alexander in General Orders for bravery under fire. Five stars.

MORIARTY, CLARENCE
Entered service Sept. 13, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs., U. S. A., Feb. 13, 1918. Overseas service July 5, 1918–May 22, 1919. Discharged May 28, 1919. Co. Comdr., 445th Truck Co.; C. O., Motor Reception Park, Base Sec. No. 6, A. E. F. Order of University Palms, Officier d'Acadamie, France.

MORRIS, CHARLES CHESTER
Entered service Oct. 21, 1918; 1st Lt., Engrs., N. A., Oct. 19, 1918. Discharged Nov. 30, 1918. Camp Humphreys.

MORRISON, ROGER LEROY
Capt., Engrs., U. S. A.*

MORRISON, WILLIAM GROVER
Entered service June 24, 1918, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., July, 1918; 2d Lt., Engrs., U. S. A., Nov. 7, 1918. Discharged Jan. 1, 1919. C. O., Ponton School Detachment, Camp Humphreys.

MORROW, BEN STOGDEN
Entered service Dec. 28, 1917; Capt., Engrs., N. A., May 1, 1918. Overseas service, June 1918–July, 1919. Discharged July 12, 1919. C. O., 529th Engrs.; Water and Sewer, Engr., Base Sec. No. 5, A. E. F., in chg. water supply for Navy at Brest, Camp Pontanezen, etc.

MORROW, DAVID CAMPSEY
Entered service Aug. 16, 1918; Capt., Q. M. C., Constr. Div., U. S. A., Aug. 9, 1918. Discharged July 25, 1919. Asst. to Utilities Officer, Camps Meade and Pike; in chg. constr. of sewage disposal plants, sewers, water supply and garbage disposal.

MORROW, JAY JOHNSON
Entered service June 15, 1887; through all grades in C. of E. to Brig. Gen., U. S. A., June 26, 1918. Overseas service Apr. 30, 1918–Dec. 30, 1918. C. O., 4th Engrs. and Chf. Engr., 4th Div. and 1st Army; Deputy Chf. Engr., A. E. F. Officier, Legion d'Honneur.

MORROW, SAMUEL ROY
Entered service May 1, 1918; 1st Lt., E. O. R. C., June 28, 1917. Overseas service July 10, 1918–Mar. 21, 1919. Discharged Apr. 7, 1919. With 29th and 74th Engrs., St. Mihiel and Meuse-Argonne Sectors. One star.

MORTON, LEON LINCOLN
Entered service Sept. 2, 1917, as Capt., Engrs., N. A.; Maj., Engrs., U. S. A., Sept. 18, 1918; Lt. Col., Engrs., U. S. A., Nov. 2, 1918. Overseas service Mar. 16, 1918–Apr. 12, 1919. Discharged May 2, 1919. Co. Comdr. and Bn. Comdr., 7th Engrs., 5th Div. Citation for gallantry in action. Five stars.

MOSS, CASTLE PRENTICE
Entered service Feb. 8, 1917; Sapper, Canadian Ry. Troops, Feb. 19, 1917; Cpl., Canadian Ry. Troops, Apr. 23, 1917. Overseas service Mar. 4, 1917–Mar. 1, 1919. Discharged Apr. 30, 1919. With 6th Ry. Troops on light ry. and standard gauge constr.; detached service with British Anti-Aircraft Battery.

MOSS, WILLIAM BENJAMIN
Entered service Jan. 3, 1918; Capt., E. O. R. C., May 5, 1917. Overseas service July 9, 1918–Mar. 26, 1919. Discharged June 20, 1919. Co. Comdr., 528th Engrs., Camp Dodge and A. E. F., hosp. constr., light railway work near Toul, 1st and 2d Armies.

MOWER, HARRISON CURTIS
Entered service May 14, 1917; Capt., E. O. R. C., June 9, 1917; Maj., Engrs., N. A., Aug. 15, 1917; Lt. Col., Engrs., N. A., May 2, 1918. Overseas service May 19, 1918–May 10, 1919. Discharged May 21, 1919. Trained and commanded 1st Bn., 307th Engrs.; Regtl. Comdr., serving in Toul Sector, Marbache Sector, St. Mihiel and Meuse-Argonne offensives.

MUCKLESTON, HUGH BURRITT
Entered service Apr. 1, 1916, as Capt., 4th Pioneer Bn., C. E. F.; Capt., 1st Bn., Canadian Ry. Troops, Mar. 1, 1917; Maj., 1st Bn., Canadian Ry. Troops, Nov. 1, 1917. Overseas service Sept. 13, 1916–Mar. 2, 1919. Mentioned in dispatches by Sir Douglas Haig.

MUENSTER, ROLAND AUGUST
Entered service Apr. 18, 1918, as Pvt., Sig. C., U. S. A.; Sgt., Sig. C., U. S. A., Nov. 1, 1918. Discharged Feb. 26, 1919. In chg. Meteorological Sta., Love Field, Dallas, Tex.; Science and Research Dept., Aviation Sec.

MUIRHEAD, JAMES HERBERT HAWKSWORTH
Entered service Aug., 1915, as Lt., Royal Engrs., British Army. Overseas service May 2, 1916–July 12, 1918. Released from active duty Nov. 1, 1919. Insp. Officer in chg. New York Dist., British Munitions Comm.; with Inland Waterways and Docks Div., Royal Engrs., in England, France and Italy; Lecturer in New York City, British Bureau of Information, and Deputy Asst. Provost Marshal.

MUNOZ, GONZALO CLAUDIO
Entered service Sept., 1917, as Capt., Ord. Dept., U. S. A.; Maj., Ord. Dept., U. S. A., Dec., 1917. Discharged June, 1919. In chg., Constr. Sec., Supply Div., planning Ord. Storage Depots in U. S.

MURDOCK, ROBERT BRUCE
Entered service Feb. 28, 1918, as 2d Lt., Engrs., N. A.; 1st Lt., Engrs., N. A., Apr. 16, 1918; Capt., Engrs., U. S. A., Nov. 11, 1918. Overseas service May 15, 1918–May 29, 1919. Discharged June 9, 1919. With 42d Engrs. as Supply Officer; Post Exchange Officer, Camp American Univ.; Engr. Supply Officer, Savenay Hosp. Center, France; Base Engr. Adj., Base Sec. No. 1, A. E. F.

MURPHY, ALVIN RUSH
Entered service Jan. 3, 1918, as Capt., Engrs., N. A. Overseas service Jan. 15, 1918–Aug. 13, 1919. Discharged Sept. 9, 1919. Office of Chf. Engr., Water Supply Sec., Div. of Constr. and Forestry, A. E. F., on design and operation of water plants.

MURPHY, FRED ELMER
Capt., Ord., U. S. A.*

MURPHY, JAMES JOSEPH
Capt., Engrs., U. S. A., A. E. F.*

MURRAY, EVERETT BODMAN
Entered service Jan. 23, 1917; Capt., Engrs., N. A., Aug. 1, 1917; Maj., Engrs., N. A., July 30, 1918. Overseas service June 1, 1918–Oct. 1, 1918. With 314th Engrs; assigned to Q. M. Constr. Div., organizing large water supply projects and Ord. Dept., Claims Bd., Gillespie Explosion.

MUSHAM, JOHN WILLIAM
Entered service Sept. 2, 1917; Capt., Engrs., N. A., July 26, 1917. Overseas service Apr. 29, 1918–June 22, 1919. Discharged July 17, 1919. With 108th Engrs.; Co. Comdr., 513th Engrs., Div. of Constr. and Forestry, A. E. F., on constr. of railroads, buildings and roads, Intermediate Sec., S. O. S. One star.

MYERS, EDMUND TROWBRIDGE DANA, JR.
Entered service Dec. 8, 1917; Maj., Ord. Dept., U. S. A., Aug., 1917. Discharged Mar. 11, 1919. In command New York Office, Nitrate Div.

NAGLER, FLOYD AUGUST
Entered service Apr. 19, 1918, as Pvt., Sig. C., U. S. A.; 2d Lt., Sig. C., U. S. A., Sept. 15, 1918. Discharged Jan. 24, 1919. Instr., Army School of Meteorology; Meteorological Officer, Mineola, L. I.; Insp., Meteorological Stas. in U. S.

NANCE, ARCHIBALD WHITFIELD
Entered service Apr. 10, 1918, as Pvt., Ord. Dept., N. A.; 2d Lt., Ord. Dept., N. A., July 18, 1918. Discharged Jan. 24, 1919. Ord. Supply School, Camp Hancock; Chf. of Guards and Supt. of Village, U. S. Nitrate Plant No. 1, Sheffield, Ala.

NASH, FRANKLYN DANA
Entered service July 21, 1917, as 1st Lt., Engrs., N. A.; 1st Lt., R. T. C., N. A., Feb. 5, 1918. Overseas service July 28, 1917–Jan. 13, 1919. Discharged Jan. 19, 1919. With 12th Engrs. on light ry. constr., Somme Battle Front, A. E. F.; laying out ry. yards, etc. at La Rochelle, Nantes, Marseilles, Paris.

NEEDHAM, EGBERT STEPHEN
Entered service Apr. 9, 1918, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A., June 1, 1918. Overseas service May 22, 1918–May 28, 1919. Discharged May 28, 1919. With 43d Engrs. and 46th Co., 20th Engrs.

NEEL, ARTHUR WOOD
Capt., R. T. C., U. S. A., A. E. F.*

NEFF, HENRY CONRAD
2d Lt., Engrs., U. S. A.*

NEINKEN, MORTIMER L.
Entered service June 28, 1917, as 2d Lt., E. O. R. C.; 1st Lt., Engrs., U. S. A., Aug. 8, 1918; Capt., A. S. C., U. S. A., Feb. 15, 1919. Overseas service Jan. 7, 1917–May 22, 1919. Discharged May 23, 1919. With 103d Engrs.; with Gas Service, A. E. F.; with A. S. C. Labor Bureau, A. E. F. One star.

NELSON, CLARENCE LOTARIO
Entered service July 16, 1917; Capt., E. O. R. C., July 24, 1917; Major C. A. C., U. S. A., Oct. 26, 1918. Overseas service Aug. 15, 1917–Apr. 20, 1919. Discharged Apr. 23, 1919. With 7th C. A. C. as Orientation Officer; Brig. Engr. Officer, Ry. Arty.; on staff, Ry. Arty. superv. orientation work of ry. arty. Citation from C. G., Ry. Arty. Reserve, A. E. F. Five stars.

NEUMAN, DAVID LEONARD
Entered service May 8, 1917, as 2d Lt., E. O. R. C.; Capt., E. O. R. C., June 4, 1917; Maj., Engrs., U. S. A., Oct., 1918; returned to permanent rank of Capt., C. of E., U. S. A., Apr., 1919. Overseas service Dec., 1917–June, 1918. With 2d and 214th Engrs.; Executive Officer, Camp Forrest; in Canal Zone; Bn. Comdr., 3d Engrs. Two stars.

NEVILLE, COLONE WILL JACKSON
Entered service Mar. 28, 1917, as Lt. Comdr., U. S. N. R. F. Released from active service July, 1919. C. O., 3d Sec., 8th Naval Dist.

NEWHALL, WILLIAM BARRETT
Entered service Dec. 28, 1917, as Capt., Engrs., N. A. Discharged Aug. 27, 1919. Assigned to Constr. Div.; Chemical Plant No. 4; in Supervisor's Office, Washington, D. C.; on purchase of land, Camp Dodge.

NEWTON, JEWETT BEACH
Entered service May 14, 1918; 2d Lt., F. A. R. C., June 20, 1917; Capt., F. A., N. A., Aug. 25, 1917. Overseas service July 16, 1918–Jan. 20, 1919. Discharged Feb. 18, 1919. C. O. 301st Trench Mortar Battery.

NEWTON, JOHN PARSONS
Entered service Oct. 1, 1917; Capt., Engrs., N. A., Aug. 15, 1917. Overseas service Jan. 7, 1918–June 30, 1919. Discharged July 18, 1919. Deputy Sec. Engr., Advance Sec., A. E. F.; in charge constr. Base Hosp. No. 66; Convalescent Camp No. 2 and Motor Transport Park No. 1; Water Supply Officer for Langres Dist., France.

NIAL, WILLIAM AUGUSTINE
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 26, 1917. Overseas service Oct. 27, 1918–June 6, 1919. Discharged June 30, 1919. Personnel Officer, Office Chf. of Engrs., Washinton, D. C.; Instr. Training Camps, Camps Lee and Humphreys; Co. Comdr., 540th Engrs.

NICHOLS, ARTHUR CLOUGH
Entered service April 8, 1918, as Pvt., Engrs., N. A.; 2d Lt., Engrs., U. S. A., Oct. 30, 1918. Discharged Jan. 15, 1919. Constr., standard gauge rys to Camp Humphreys; with 45th and 210th Engrs.

NICHOLS, CHARLES HENRY
Entered service Aug. 8, 1917; Maj., E. O. R. C., June 13, 1917. Discharged Sept. 11, 1919. Assigned to Const. Q. M., Camp Kearny; Superv. Const. Q. M., Washington, D. C., in chg. hosp. constr.; Officer in chg. constr., Camp McArthur; Officer in chg. constr., U. S. Gen. Hosp. No. 11; Acquisition Officer, Camp Sherman.

NILES, ALFRED SALEM, JR.
Entered service May 28, 1918; 2d Lt., Engrs. N. A., May 15, 1918; Capt., Engrs., U. S. A., Aug. 20, 1918; returned to provisional 1st Lt. Engrs., U. S. A., Apr. 1, 1919. Discharged Nov. 9, 1919. With 7th Engr. Training Regt., Camp Humphreys; with 79th Engrs. Camp Leach; with 3d Engrs. in Canal Zone.

NIMMO, JAMES VALENCE
Entered service Sept., 1914, as Lt., Royal Engrs., British Army; Capt., Royal Engrs., Ry. Constr. Troops, Aug., 1915. Overseas service Feb. 15, 1915–Apr. 15, 1919. Discharged Aug., 1919. With 111th Ry. Co. and Ry. Constr. Engrs., Lines of Communication; with 273d Ry. Co., light ry. work in Palestine; Educational Officer, France and England.

NIXON, COURTLAND
Entered service July 9, 1898, as 2d Lt., Inf., U. S. A. Retired in 1915 but returned to active duty May 15, 1917, as Maj., Q. M. C.; Lt. Col., Q. M. C., U. S. A., Aug. 19, 1918; Col., Q. M. C., U. S. A., July 19, 1919. Overseas service June 1918–Jan. 1919. Returned to retired list, Mar. 31, 1920. Asst. to Depot Q. M., New York City; in chg. of Material Control Office for Clothing Production, New York City; Div. Q. M., 83d Div.; Graduate, Gen. Staff College, Langres, France, and assigned to G–3, 2d Army. One star.

NOBLE, GUY LYNN
Entered service Feb. 13, 1918, as Capt., Engrs., N. A. Discharged Nov. 29, 1918. Asst. to Const. Q. M. and Executive Officer, Newport News, Va.; Officers Training School, Camp Humphreys.

NOLAN, SIMON FRANK
Entered service July 25, 1917; Maj., C. A. C., N. A., Aug. 5, 1917. Overseas service July 30, 1918–June 30, 1919. Discharged July 21, 1919. C. O., Ft. Standish and Ft. Warren, Boston Harbor; Bn. Comdr., 71st Arty., C. A. C.; in charge of sec. to determine damage to rys., roads and canals in Italy for Peace Commission; in command troops guarding U. S. material in transit through France, Germany and Holland. One star.

NOLAN, THOMAS BREW, JR.
Capt., Engrs., U. S. A.*

NOLAND, CUTHBERT POWELL
Capt., Engrs., U. S. A., A. E. F.*

NORDWELL, ALFRED WORCESTER
Entered service Oct. 14, 1918, as Capt., Engrs., U. S. A. Discharged Feb. 1, 1919. With 403d Engrs., Ft. Douglas; E. O. T. S., Camp Humphreys.

NORRIS, CLAIRE GREEN
Entered service Sept. 30, 1918, as 1st Lt., Engrs., U. S. A. Discharged Feb. 19, 1919. E. O. T. S., Camp Humphreys; with 55th Engrs., Ft. Leavenworth; with 219 Engrs., Camp Dodge.

NORTH, ROBERT GASTON
Entered service May 3, 1918; Capt., Engrs., N. A., Jan. 28, 1918. Overseas service Oct. 1, 1918–June 18, 1919. Discharged June 29, 1919. Topographic Officer, Intelligence Officer and Prison Officer, 605th Engrs.

NOSKA, GEORGE ALBERT
Entered service May 15, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service May 27, 1918–June 6, 1919. Discharged July 2, 1919. Supply Officer, 303d Engrs. and 303d Engr. Train; C. O., 303d Engr. Train; Regtl. Transport Officer; St. Mihiel, Meuse-Argonne and Limey Sector operations. Three stars.

NOWLIN, ROBERT ALDRIDGE
Entered service May 15, 1918; 2d Lt., Engrs., U. S. A., Nov. 6, 1918. Discharged Jan. 17, 1920. Asst. Personnel Adj., Camp Humphreys.

NOYES, ARTHUR PAGE
Entered service Dec. 4, 1917; Capt., M. T. C., U. S. A., July 25, 1917. Overseas service Jan. 5, 1918–Oct. 5, 1918. Discharged Dec. 31, 1918. In chg. Motor Reception Park, Havre, France; gen. convoy duty.

NOYES, STEPHEN HENLEY
Entered service Feb. 5, 1917, as Sgt., A. S. R. C.; 1st Lt., A. S. R. C. May 10, 1917; Capt., A. S., N. A., Aug. 1, 1918; Maj. A. S., U. S. A., Apr. 23, 1919. Overseas service Aug. 13, 1917–May 19, 1919. Discharged May 27, 1919. Flight Comdr., 1st Aero Squadron; C. O., 12th Aero Squadron, 5th Corps Observation Group, and Corps Observation Group, 1st Army; Chateau-Thierry, St. Mihiel and Meuse-Argonne offensives. Distinguished Service Cross; Croix de Guerre. Three stars.

OAKES, JOHN CALVIN
Entered service June 15, 1893; Lt. Col., C. of E., U. S. A., May 15, 1917; Col. Engrs., N. A., Aug. 15, 1917; Col., C. of E., U. S. A., July 1, 1920. Overseas service July 31, 1918–May 5, 1919. In chg. Philadelphia Engr. Dist.; C. O., 113th Engrs.; C. O., 5th Engrs. and Div. Engr., 7th Div.; Corps Engr., 6th Corps; Dist. Engr., Norfolk, Va. One star.

OBER, RALPH HADLOCK
Entered service Aug. 17, 1918, as Capt., Engrs., U. S. A. Discharged May 24, 1920. With 2d Engr. Training Regt., Camp Humphreys; with 5th Engrs., Camp Humphreys; Camp H. Q. Detachment and Engr. School, Camp Humphreys.

O'CONNELL, GEORGE PAUL
Capt., Engrs., U. S. A.*

ODONI, VINCENT PHILLIP
Entered service June 21, 1918. as Ensign, C. E. C., U. S. N.; Lt., Jr. Grade, C. E. C., U. S. N., Apr. 1, 1919. Released from active service Sept. 10, 1920. Public Works Office, Navy Yard, San Diego, Cal., in chg. constr. Marine Corps Base as Project Mgr.

OGDEN, MERTON MILES
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 25, 1917. Overseas service May 8, 1918–June 2, 1919. Discharged July 8, 1919. With 33d Engrs.

OKES, DAY IRA
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Oct. 18, 1917; Maj., Engrs., N. A., July 31, 1918. Overseas service May 10, 1918–Sept. 1, 1918. Discharged Nov. 29, 1918. Capt. and Adj., 42d Engrs., American Univ. and in France; in chg. highway school, Camp Humphreys; returned from overseas to train engr. troops.

OLBERG, CHARLES REAL
Capt., Engrs., U. S. A., A. E. F.*

O'MEARA, ROBERT JOSEPH
1st Lt., Engrs., U. S. A., A. E. F.*

OPDYCKE, HENRY GORTON
Maj., Sig. C., U. S. A.*

OPENSHAW, JOHN EDWARD
Entered service Apr. 15, 1918, as Lt., Canadian Engrs. Overseas service July 10, 1918–Jan. 12, 1919. Released from active service Feb. 10, 1919. With Canadian Engrs. at Camp Seaford, England.

ORBECK, MARTIN J.
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Oct. 3, 1917; Capt., Engrs., U. S. A., Oct. 18, 1918. Overseas service July 9, 1918–July 18, 1919. Discharged Aug. 6, 1919. Bn. and Personnel Adj., 528th Engrs., Advance Sec., S. O. S., A. E. F.; instr. and in chg. Academic Dept., Educational Center, Lerouville, France. Diploma from Gen. Pershing for meritorious service. Two stars.

O'ROURKE, BERNARD JOHN
Entered service Nov., 1917; 1st Lt., A. S., N. A., Jan., 1918. Overseas service Mar. 14, 1918–Dec. 1, 1918. Discharged Jan. 7, 1919. C. O., 5th Constr. Co., Air Service.

ORT, ALBERT AUGUST LAMBERT
Entered service Mar. 30, 1918, as Ensign, C. E. C., U. S. N. R. F.; Lt., Jr. Grade, C. E. C., U. S. N. R. F., Dec., 1918; Lt., C. E. C., U. S. N. R. F., June 23, 1919. Asst. to Public Works Officer, 4th Naval Dist.; Trans. Officer, Philadelphia Navy Yard; Officer in chg. contract work, Public Works Dept., Philadelphia Navy Yard.

OSBORN, IRWIN SELDEN
Entered service Jan. 22, 1918, as Maj., Q. M. C., N. A. Discharged Jan. 24, 1919. Chf. of Reclamation Div. (later Salvage Div.), Office of Q. M. Gen.

OSBORNE, GEORGE FREDERICK FOLGER
Maj., Royal Engrs., B. E. F.*

OSTROM, CHARLES DOUGLAS YELVERTON
Entered service Nov. 28, 1916, as 2d Lt., C. A. C., U. S. A.; 1st Lt., C. A. C., U. S. A., Nov. 28, 1916; Capt. C. A. C., N. A., Aug. 5, 1917; Maj., C. A. C., U. S. A., Oct. 26, 1918. Overseas service July 14, 1918–Dec. 21, 1919. Returned to permanent rank of Capt., C. A. C., U. S. A., Mar. 17, 1920. Co. Comdr. and Adj., Coast Defenses of Pensacola; school at Ft. Monroe; with 64th Arty. as Bn. Adj. and Bn. Comdr.; Deputy Director of Military Affairs and Business Mgr., T. C., A. E. F.; with 31st Arty. Brig.

OUTWATER, HERBERT GREGOR
Entered service Sept. 26, 1917; 1st Lt. San. C., N. A., Oct. 4, 1917; Capt., San. C., N. A., Jan. 20, 1918. Discharged Dec. 20, 1918. Camp Engr. Officer, Camp Greenleaf and Camp Oglethorpe; C. O., San. Sec. No. 77, 38th Div., Camp Shelby.

OWEN, ELIJAH HUNTER
Entered service Aug. 23, 1918, as Capt., Engrs., U. S. A. Discharged May 19, 1919. With 143d Engrs. at Camp Shelby; various duties with 2d Engr. Training Regt., Camp Humphreys; Regtl. J. A., 5th Engrs.

OXER, GEORGE CARROL
Entered service May 29, 1918; Maj., Engrs., N. A., May 23, 1918. Overseas service June 9, 1918–Aug. 20, 1919. Discharged Sept. 11, 1919. In chg. constr., St. Sulpice Storage Depot and St. Loubes Ammunition Depot; Asst. Sec. Engr., Base Sec. No. 2; attached American Commission to Negotiate Peace, Paris, in chg. Gen. Bldg. Sec., appraisal of damages; Dist. Road Engr. Indre-et-Loire, France, and Post Engr., H. Q., S. O. S., A. E. F.

PAGE, EDWIN RANDOLPH
Entered service Jan. 1, 1918, as 1st Lt., A. S., N. A. Overseas service Aug. 16, 1918–Feb. 15, 1919. Technical Officer, Mechanics Training School, Wendover, England; special duties H. Q., A. S., London.

PAGON, WILLIAM WATTERS
Entered service Feb. 14, 1918, as Capt., Q. M. C., N. A. Discharged May 15, 1919. 1st Asst. to Const. Q. M., Camp Meade and Curtis Bay Ord. Depot; acting Const. Q. M., Curtis Bay Ord. Depot.

PAINTER, PENNELL CHURCHMAN
Entered service Sept. 10, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs., U. S. A., Sept. 28, 1918. Overseas service July 10, 1918–July 1, 1919. Discharged July 31, 1919. Co. Comdr., 2d Engr. Training Regt., Camp Humphreys; Co. Comdr., 524th Engrs. St. Mihiel and Meuse-Argonne offensives. Two stars.

PALMER, WALLACE CROMWELL ALLEN
Entered service June 17, 1918, as Capt., Engrs., N. A. Discharged Dec. 5, 1918. E. O. T. S., Camp Humphreys.

PARKE, SAMUEL REYNOLDS
2d Lt., San C., U. S. A.*

PARKER, HENRY BRACKETTE
Entered service Dec. 11, 1917; Q. M., 2d Class, U. S. N., Feb. 1, 1918; Q. M., 1st Class, U. S. N., May 1, 1918; Chf. Carpenter's Mate, U. S. N., Aug. 1, 1918. Overseas service Feb. 17, 1918–Dec. 15, 1918. Discharged Jan. 24, 1919. Asst. to Public Works Officer, Paimboeuf, France.

PARKER, JAMES
Entered service Nov. 10, 1917, as 2d Lt., Cavalry, N. A.; 1st Lt. Cavalry, N. A., Nov., 1917. Discharged Jan. 1, 1919. With 13th Cavalry on Mexican Border, Brownsville Dist.

PARKER, JAMES LAFAYETTE
Entered service Sept. 13, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 4, 1918. E. O. T. S., Camp Humphreys.

PARKER, WILLIAM EDWARD
Entered service Sept. 24, 1917, as Lt. Comdr., U. S. N. R. F. Released from active service, Mar. 20, 1919. Design, purchase and installation and supervision of compasses on naval vessels.

PARKS, CHARLES WELLMAN
Entered service July 19, 1897, as Lt., Jr. Grade, C. E. C., U. S. N.; Rear-Admiral, C. E. C., U. S. N., Jan. 12, 1918. Chf., Bureau of Yards and Docks, Navy Dept.; Ch. of C. E. C., U. S. N. Distinguished Service Medal.

PARSONS, ARCHIBALD LIVINGSTONE
Entered service Mar., 1903, as Lt., Jr. Grade, C. E. C., U. S. N.; Comdr., C. E. C., U. S. N., July, 1916. Asst. Chf., Bureau of Yards and Docks, Navy Dept.; Public Works Officer, Philadelphia Navy Yard; Chf. Engr., Republic of Haiti. Navy Cross.

PARSONS, CHARLES EDWARD
Entered service Aug. 27, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 24, 1918. Camp Humphreys.

PARSONS, HAROLD ASHTON
Entered service Nov. 4, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Mar. 1, 1919. Asst. Const. Q. M., Perryville, Md.; stationed at Washington, D. C.; Ord. Claims Board, Gillespie explosion, Perth Amboy, N. J.

PARSONS, WILLIAM BARCLAY
Entered service Oct. 16, 1916, as Maj., E. O. R. C.; Lt. Col., E. O. R. C., July 7, 1917; Col., Engrs., U. S. A., Sept. 27, 1918. Overseas service May 14, 1917-Apr. 27, 1919. Discharged May 22, 1919. With 11th Engrs.; Sr. Member, Engr. Commission; on staff Chf. Engr., A. E. F. Distinguished Service Medal; Chevalier, Order of the Crown Belgium. Citation from Gen. Pershing.

PARTRIDGE, JOHN FREDERICK
Entered service Sept. 2, 1917; 1st Lt., Engrs., N. A., Nov. 1, 1917; Capt., Engrs., U. S. A., Oct. 28, 1918. Overseas service Mar. 30, 1918–June 9, 1919. Discharged July 9, 1919. With 23d Engrs. in road constr. and repair work.

PATRICK, MASON MATHEWS
Entered service Sept. 1, 1882; Brig. Gen., N. A., Aug. 5, 1917; Maj. Gen., N. A., June 26, 1918. Overseas service Aug. 7, 1917–July 20, 1919. C. O., 1st Engrs.; in chg. all engr. training, A. E. F.; Chf. Engr., Lines of Communication, A. E. F.; Director, Constr. and Forestry, A. E. F.; Chf. of Air Service, A. E. F. Permanent rank, Col., C. of E., U. S. A. Distinguished Service Medal; Commandeur, Legion d'Honneur; Commander, Order of St. Maurice and Lazarus, Italy.

PATSTONE, LEWIS FREDERICK
Entered service June 19, 1918, as Maj., Engrs., N. A. Discharged Feb. 4, 1919. C. O., Camp No. 3, Camp Shelby; Bn. Comdr., 217th Engrs., Camp Beauregard.

PATTERSON, CHARLES SCOTT
Entered service Sept. 25, 1917; 2d Lt., Engrs., N. A., Aug. 23, 1917; Capt. C. W. S., U. S. A., Nov. 13, 1918. Overseas service Jan. 23, 1918–Jan. 24, 1919. Discharged Feb. 12, 1919. With 113th Engrs.; with 1st Engrs.; Asst. Div. Gas Officer, 61st Div., 78th Div. and 28th Div., Montdidier and Toul Sectors; St. Mihiel and Meuse-Argonne offensives. Torpedoed on S. S. *Tuscania*.

PATTERSON, LAURENCE
Entered service Mar., 1917, as Cpl., Engr. R. C.; Sgt., Engrs. N. A., July, 1917; Sgt., 1st Class, Engrs., N. A., Mar., 1918; Pvt., Q. M. C., N. A., May 6, 1918; 1st Lt., Q. M. C.,

Constr. Div., U. S. A., Aug. 20, 1918. Discharged Mar. 24, 1919. Designed and supervised constr. sewer system, Camp Wadsworth.

PATTON, WILLIAM BAIRD
Maj., Engrs., U. S. A.*

PAYNE, EDWIN VAN RENSSELAER
Entered service May 8, 1917; Maj., Engrs., N. A., July 12, 1917; Lt. Col., Engrs., N. A., Jan. 17, 1918. Overseas service Feb. 26, 1918–May 14, 1919. Discharged June 18, 1919. Sec. Engr. Base Sec. No. 5, A. E. F.; C. O., 25th Engrs. in Meuse-Argonne offensive; with 1st Army in chg. Gen. Constr. Sec. Citation from Gen. Pershing; Chevalier, Legion d'Honneur. Two stars.

PAYNE, LOUIS WATTERS
Entered service May 24, 1918, as Pvt., Engrs., N. A.; M. E., Sr. Grade, Engrs., N. A., July 1, 1918; 2d Lt., Engrs., U. S. A., Apr. 18, 1919. Overseas service July 31 1918–July 5, 1919. Discharged July 25, 1919. With 22d Engrs. on light ry. constr. in Toul Sector; 1st Army. Two stars.

PEARCE, RUFUS BURLESON
Entered service May 15, 1917; 2d Lt., E. O. R. C., June 19, 1917; 1st Lt., Engrs., N. A., Aug. 15, 1917; Capt., Engrs., N. A., June 13, 1918. Overseas service July 21, 1918–June 27, 1919. Discharged July 21, 1919. With 310th and 314th Engrs.; served with 5th Corps, A. E. F., and 7th Corps, 3d Army. Two stars.

PEASE, HAROLD TAPLEY
Entered service May 11, 1917; Capt., F. A., N. A., Sept., 1917. Overseas service June 27, 1918–Apr. 20, 1919. Discharged Dec. 24, 1919. C. O., 316th Trench Mortar Battery; Bn. Comdr., 12th Provisional Regt., Trench Arty.

PECK, JOHN SANFORD
Entered service Mar. 1, 1918, as Pvt., A. S., N. A.; Sgt., A. S. A., May 15, 1918; 2d Lt., A. S. A., Aug. 19, 1918. Discharged Jan. 6, 1919. With Photo Sec., Kelly Field; School of Aerial Photography, Ithaca, N. Y.

PENNELL, JAMES ROY
Entered service July 25, 1917, as Capt., Engrs., N. A. Overseas service Oct. 14, 1917–Jan. 19, 1919. Discharged Jan. 21, 1919. Co. Comdr., 117th Engrs.; with Ry. Arty. Three stars.

PENSE, EDWARD HERBERT
Lt., Canadian Engrs., B. E. F.*

PERKINS, ALVA HAROLD
Entered service July 1, 1917; Capt., E. O. R. C., June 23, 1917. Overseas service July 28, 1917–May 30, 1919. Discharged Aug. 20, 1919. Co. Comdr., 17th Engrs.; Staff Engr. Officer, 51st Arty., C. A. C. Croix de Guerre. Three stars.

PERKINS, ROSCOE, JR.
Entered service May 25, 1918, as Pvt., F. A., N. A.; 2d Lt., F. A., U. S. A., Oct., 1918. Released from active duty Jan. 6, 1919. With 311th F. A.; with 4h Regt. F. A. Replacement Depot, as Instr. in topography and use of instruments.

PERKINS, SETH, JR.
Entered service Aug. 27, 1917; 2d Lt., F. A., N. A., Nov. 27, 1917. Overseas service July 13, 1918–May 4, 1919. Discharged May 27, 1919. With 11th and 120th F. A.; Meuse-Argonne offensive.

PERRIN, LESTER WILLIAM
Entered service May 15, 1917; Capt., Inf., N. A., Aug. 15, 1917. Overseas service July 3, 1918–July 6, 1919. Discharged July 10, 1919. Co. Cmdr., 301st Inf.; detached service at St. Nazaire and at Peace Conference.

PERRINE, GEORGE
Entered service Apr. 27, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Oct. 25, 1919. Asst. Const. Q. M., Army Supply Base, Brooklyn, N. Y.

PERRY, ARTHUR FRANKLIN, JR.
Entered service Aug. 27, 1917; 2d Lt., C. A. C., N. A., Nov. 27, 1917. Overseas service July 13, 1918–Feb. 24, 1919. Discharged Apr. 9, 1919. Orientation Officer, 64th Arty., C. A. C.

PERRY, CHARLES EDWARDS
Entered service Aug. 25, 1917; Capt., Engrs., N. A., Oct. 1, 1917; Maj., Engrs., U. S. A., Aug. 15, 1918. With 213th Engrs.

PERRY, FRANCIS WILLIAM
Entered service May 15, 1917; Capt., E. O. R. C., Apr. 16, 1917; Maj., Engrs., N. A., July 30, 1918; Lt. Col., Engrs., U. S. A. Overseas service, March, 1918–Oct., 1918. Discharged Dec. 5, 1918. Co. Comdr. 302d Engrs.; Mobilization Officer, Q. M., and Deputy Chf. of Staff, 77th Div.; Gen. Staff College, A. E. F.; Gen. Staff, 1st Army, as Secy. Operations Sec. and Chf. Sub-Sec. Operations. With 77th Div. in Hazebrouck area and Baccarat Sector. Four stars.

PERRY, LYNN ELWOOD
Entered service May 15, 1917; 1st Lt., E. O. R. C., Apr. 18, 1917; 1st Lt., San. C., N. A., Mar. 6, 1918; Capt., San. C., U. S. A., Jan. 27, 1919. Overseas service July 18, 1918–Aug. 12, 1919. Discharged Sept. 2, 1919. San. Insp., Taylor Field, Ala.; with San Squadron No. 43, 27th Div.; San. Insp., Mars-sur-Allier and Kerhoun. Two stars.

PETERS, ALBERT AYER
Entered service May 15, 1917; Capt., E. O. R. C., May 5, 1917; Maj., Engrs., N. A., Mar. 7, 1918; Lt. Col., C. W. S., U. S. A., Feb. 14, 1919. Overseas service Mar. 30, 1918–July 28, 1919. Discharged Aug. 12, 1919. Co. Comdr., Regtl. Adj., and Bn. Comdr., 23d Engrs.; transferred to C. W. S., Aug., 1918, and established special training schools in A. E. F.; C. O., Gen. Training Area and activities; Personnel Officer, C. W. S., A. E. F. Cited in Gen. Orders by Chf. of C. W. S. Officier, French Academy. One star.

PHALAN, JOHN JOSEPH FRANCIS
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Oct. 1, 1917. Discharged Apr., 1918. Camp Lee.

PHILIPS, HECTOR SOMERVILLE
Entered service Feb. 21, 1917, as Lt., Canadian Engrs. Discharged Jan. 9, 1919. On staff of Engr. Training Depot, St. Johns, Que.

PHILIPS, JAMES HARRY
Entered service May 2, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Apr. 16, 1919. Asst. to Sec. Chf., Sec. C, Terminals and Depots; Advisory Engr. on roads and railroads; in chg. maintenance, roads and railroads.

PHILLIPS, WALTER BELLEVILLE
Entered service May 1, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged Sept. 19, 1919. Asst. Const. Q. M., Jefferson Barracks Base Hosp.; Asst. Const. Q. M. and Officer in Chg. Eng. Properties Coast Defenses of New York; Asst. Const. Q. M., Ord. Storage Depot, Sandy Hook; Surveying Officer, Army Supply Base, Brooklyn, N. Y.

PHIPPS, THOMAS ELMER
Entered service Dec. 28, 1917; Capt., E. O. R. C., June 19, 1917. Discharged Feb. 5, 1919. Engr. Officer in Chag. Constr., New York Depot.

PICKETT, FRANK HURD
Capt., Engrs., U. S. A.*

PIERCE, CHARLES HENRY
1st Lt., Engrs., U. S. A.*

PIERCE, CHARLES WILLIAM
Entered service Apr., 1917, as Ensign, E. D. O., U. S. N. R. F.; Lt., Jr. Grade, E. D. O., U. S. N. R. F., July 1, 1918; Lt., E. D. O., U. S. N. R. F., Jan. 1, 1919. Overseas service Apr., 1917–Mar., 1919. Discharged Mar., 1919. Engr. Officer with Pacific Fleet in South America and with Atlantic Fleet on East Coast of U. S.

PIERCE, PAUL LEON
Entered service June 1, 1917 as Maj., Ord. R. C.; Lt. Col., Ord. C., N. A., Jan. 13, 1918. Overseas service Feb. 1, 1918–Feb., 1919. Discharged Mar. 1, 1919. Executive Office Inspection Div., Ord. Dept.; Chf. of Purchase Div., Office Chf. Purchasing Officer, A. E. F. Chevalier, Legion d'Honneur; Certificate of meritorious service.

PIERCE-HOPE, JOHN
Entered service Aug. 10, 1917; Feb. 16, 1918, with Red Cross Sec., French Army; Conducteur, Feb. 27, 1918. Overseas service Aug. 15, 1917-July 31, 1918. Discharged July 31, 1918. Motor Ambulance Service on northwest front, Amiens-Rheims Sec. Shellshocked.

PILL, LEON MORLEY
Entered service May 15, 1917; Capt., Engrs., N. A., Aug. 14, 1917; Maj., Engrs., U. S. A., Aug. 31, 1918. Overseas service Nov. 12, 1917–July 5, 1919. Discharged July 28, 1919. With 308th and 20th Engrs.; Gen. Staff, G. H. Q., A. E. F. Citation from Gen. Pershing

PILLSBURY, GEORGE BIGELOW
Entered service June 15, 1896; Maj., C. of E., U. S. A., at declaration of war; Col., Engrs., N. A., Aug. 15, 1917. Overseas service Aug. 7, 1918-May 30 1919. C. O., 115th Engrs.; C. O., 102d Engrs.; Corps Engr., 2d Corps.; Office, Chf. Engr., A. E. F.

PIODA, ALBERT WOODBRIDGE
Entered service Oct., 1918; Capt., Engrs., U. S. A., Oct. 23, 1918. Trans. Officer, and Camp Adj., Camp Humphreys.

PIRNIE, HERBERT MALCOLM
Entered service March 7, 1918, as 1st Lt., T. C., N. A.; Capt., T. C., U. S. A., Oct. 27, 1918. Overseas service Mar. 28, 1918–Mar. 21, 1919. Discharged Mar. 26, 1919. Asst. Engr. of Water Supply, H. Q.; Director Gen. of Transportation, A. E. F.

PLANK, DAVID HARLAN
Entered service Sept. 25, 1917; 1st Lt., Engrs., N. A., Apr. 3, 1918. Overseas service July 6, 1918–Aug. 16, 1919. Discharged Aug. 25, 1919. Adj., 516th Engrs. and Engr. Sub-Post, Gen. Intermediate Storage Depot, Gievres, France; Officer in chg. rock supply, Paris and Intermediate Dist. Road Sec.

PLUMER, HAROLD EDWARD
Entered service Oct. 3, 1918, as Maj., Q. M. C., Constr. Div., U. S. A. Discharged Dec. 31, 1918.

POND, FREDERICK HENRY
Entered service Apr. 27, 1918; 1st Lt., Engrs., N. A., Feb. 1, 1918; Capt., Engrs., U. S. A., Apr. 7, 1919. Overseas service Aug. 16, 1918–Aug. 6, 1919. Discharged Aug. 28, 1919. Co. Comdr., 34th Engrs., engr. depot work at St. Nazaire, Nantes, and elsewhere in France.

POOLE, CHARLES ARTHUR
Entered service Aug. 31, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 23, 1918. E. O. T. S., Camp Humphreys; with 150th Engrs., Camp Shelby.

POOLE, JOHN HUDSON
Entered service May 6, 1917; Maj., E. O. R. C., Nov. 15, 1916; Lt. Col., Engr. R. C., July 9, 1918; Col., Engrs., U. S. A., Sept. 19, 1918. Overseas service July 31, 1917–Jan. 21, 1919. Discharged Jan. 24, 1919. Bn. Comdr., 16th Engrs.; Gen. Staff, G. H. Q., A. E. F. Officier, Legion d'Honneur; Commandeur, Ordre de l'Etoile Noire.

POORMAN, ALFRED PETER
Entered service May 13, 1917; Capt., Engrs., N. A., July 11, 1917. Overseas service Oct. 31, 1917–June 28, 1919. Discharged July 17, 1919. Co. Comdr., 25th and 29th Engrs.; Supply Officer, G-2-C, G. H. Q., A. E. F.

PORTER, ELMER ALFRED
Entered service Oct. 16, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 18, 1918. With 403d Engrs.; E. O. T. S., Camp Humphreys.

PORTER, HENRY GEORGE
Capt., San. C., U. S. A.*

PORTER, RALPH WALDO
1st Lt., Engrs., U. S. A.*

POST, ADOLPH JOSEPH
Entered service Oct. 5, 1917, as Pvt., Inf., N. A.; Sgt., 1st Class, Q. M. C., N. A., Dec. 7, 1917; 2d Lt., Q. M. C., Constr. Div., N. A., May 16, 1918. Discharged Sept. 19, 1919. Officer in chg. of roads, eng. and boundary survey, Utilities Div., Camp Devens.

POST, WILLIAM SCHUYLER
Entered service May 24, 1917, as Capt., E. O. R. C.; Maj., E. O. R. C., Aug. 15, 1917. Overseas service July, 1918–June, 1919. Discharged July 15, 1919. Bn. Comdr., 316th Engrs.; on staff Chf. Engr. 1st Army, also 5th Army Corps; with Sec. Engr. Intermediate Sec. West, A. E. F. One star.

POTTER, CHARLES LEWIS
Col., Engrs., U. S. A.*

POWELL, ARCHIBALD OLIN
Entered service Aug. 2, 1917; Maj., E. O. R. C., Apr. 16, 1917; Lt. Col., Engrs., N. A., July 23, 1918. Military Asst. to Dist. Engr., 2d Dist.; Asst. Dept. Engr., Eastern Dept.; Enlisted Personnel Officer, Office, Chf. of Engrs., Washington, D. C.; in chg. Eng. Data Branch, Military Div., Office, Chf. of Engrs.

POWELL, HERBERT JAMES BINGHAM
Entered service Oct., 1915, as Staff Officer, British War Mission in U. S. In America from Nov., 1915, to Jan., 1919. Discharged Feb., 1919. Staff Officer, also executive of the British Govt. and American War Dept. in technical matters for the joint Dept. of Gauges and Standards of the Mission and U. S. Bureau of Aircraft Production. Officer of the Order of the British Empire.

POWELL, THOMAS JETT
Entered service May 12, 1917; Capt., E. O. R. C., Apr. 23, 1917; Maj., Engr. R. C., June 30, 1918. Overseas service May 9, 1918–Aug. 21, 1918. Topographic Officer and Engr. Supply Officer, 305th Engrs.

POWELL, WILLIAM JENNER
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 11, 1917; Maj., T. C., U. S. A., May 2, 1919. Overseas service June 30, 1918–June 30, 1919. Discharged July 16, 1919. Co. Comdr. and Bn. Comdr., 66th Engrs.; Personnel Adj., 15th Grand Div., T. C.; Highway Div., Peace Commission; Transportation Guard Service, T. C.

POWELSON, WILFRID VAN NEST
Lt. Comdr., U. S. N.*

PRAEGER, EMIL
Entered service Dec. 27, 1917, as Lt., Jr. Grade, C. E. C., U. S. N.; Lt., C. E. C., U. S. N., July 1, 1918. Discharged June 11, 1920. Public Works Dept., 12th and 3d Naval Dists.

PRATT, ARTHUR HENRY
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 22, 1917; Maj., Engrs., U. S. A., Oct. 31, 1918. Overseas service Oct. 30, 1917–Mar. 23, 1919. Discharged July 25, 1919. Student and Asst. Instr., Ft. Oglethorpe and American Univ.; Co. Comdr. and C. O., 26th Engrs.; Officer in Chg. Water Supply Sec., Office, Chf. Engr., 2d Army, and Chf. Engr., Paris Group; Office, Chf. of Engrs., Troop Div. Training Sec.

PRESTON, HARRY LONGYEAR
Entered service Aug. 10, 1918; Capt., Engrs., N. A., July 27, 1918. Overseas service Sept. 25, 1918–June 23, 1919. Discharged July 11, 1919. Co. Comdr. and Supply Officer, 22d Engrs.; Office Engr., Div. of Light Rys., Toul Sector; Meuse-Argonne offensive. One star.

PRICE, PHILIP WALLIS
Entered service May 31, 1917; 2d Lt., F. A., N. A., Aug. 15, 1917. Overseas service July 14, 1918–May 22, 1919. Discharged May 24, 1919. With 310th and 107th F. A.

PRICE, WILLIAM EDMUND
Entered service July 27, 1918, as Capt., Q. M. C., Const. Div., N. A. Discharged Dec. 23, 1918. Asst. to Const. Q. M., Baltimore Depot Warehouses and Camp Hancock.

PRINDLE, FRANKLIN COGSWELL
Rear-Admiral, C. E. C., U. S. N. (*Retired.*)*

PRITCHARD, JOHN CHARLES
Entered service Aug. 15, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs., N. A., Feb. 14, 1918. Overseas service June 29, 1918–Mar. 12, 1919. Discharged Mar. 18, 1919. With 26th Engrs. serving with 3d Army Corps and 1st Army Corps as Dist. Water Supply Officer; installed water points for constr. Verdun-Conflans Ry.; with 3d Army Corps in front of Fismes; Toul Sector; St. Mihiel and Meuse-Argonne offensives.

PROCTOR, RALPH FENNO
Entered service May 28, 1917; Maj., Q. M. C., Cantonment Div., June 19, 1917; Lt. Col., Q. M. C., Constr. Div., U. S. A., Aug. 28, 1918. Discharged July 15, 1919. Const. Q. M., Camp Meade and at Curtis Bay Ord. Depot.

PRUETT, GROVER CLEVELAND
Entered service Nov. 8, 1918, as Capt., Engrs., U. S. A. Discharged Mar. 25, 1919. Constr. work Ft. Keogh, Mont.

PUCKETT, HOMER
Entered service May 17, 1918; Capt., Engrs., N. A., May 7, 1918. Discharged Oct. 30, 1919. Member, Bd. of Officers on Heavy Ponton Equipage; head of bridge development unit, Office, Chf. of Engrs., Washington, D. C.

PUGH, MARSHALL ROGERS
Entered service June 13, 1917; Maj., E. O. R. C., Sept. 9, 1917. Overseas service Dec. 26, 1917–Dec. 29, 1918. Discharged Jan. 9, 1919. Bn. Comdr., 21st Engrs. in U. S. and at Nevers, France, in Toul Sector and St. Mihiel offensive; Post Engrs., Bordeaux Embarkation Camp.

PULLIGNY, JEAN LECLERC de
Entered service Nov. 15, 1914, as Commandant, 1st Pioneers, French Army. Discharged June, 1917. In command of the 1st Group of roadbuilders, French 8th Army. Croix de Guerre.

PUNG, WILLIAM SING-CHONG
Entered service Oct. 3, 1917, as Pvt., Inf., N. A.; Cpl., Inf., N. A., Nov. 9, 1917; Sgt., Inf., N. A., Apr. 30, 1918; Sgt., Engrs., N. A., May 10, 1918; 2d Lt., Engrs., N. A., June 6, 1918; 1st Lt., Engrs., U. S. A., Nov. 4, 1918. Discharged Jan. 15, 1919. With 357th Inf.; Instr. in reconnaissance E. O. T. S., Camp Humphreys.

PURCELL, STEUART
Entered service May 12, 1917; Capt., E. O. R. C., June 23, 1917. Discharged Feb. 18, 1919. Engr. Depot, Hoboken; Member, Traveling Examining Bd. for Engr. Officers; Office, Chf. of Engrs.

QUICK, RAY STEVENS
Entered service Aug. 17, 1918; 1st Lt., Engrs., N. A., Aug. 6, 1918. Discharged Jan. 7, 1919. E. O. T. S., and 3d Engr. Training Regt.

QUILTY, THOMAS FRANK
Entered service Feb. 28, 1918, as Maj., Q. M. C., N. A. Discharged May 29, 1919. Asst to Superv. Q. M., Washington, D. C.; Const. Q. M., Army Reserve Depot, Columbus, Ohio.

QUINBY, EDWIN RUFUS
Capt., Engrs., U. S. A., A. E. F.*

QUINLAN, GEORGE AUSTIN
Maj., Engrs., U. S. A., A. E. F.*

QUINN, JOHN IGNATIUS
Entered service May 8, 1917; 1st Lt., E. O. R. C., Apr. 5, 1917. Overseas service Nov. 26, 1917–Mar. 6, 1919. Discharged Mar. 26, 1919.

QUINN, MATTHEW FRANCIS
Maj., Engrs., U. S. A., A. E. F.*

QUINN, THOMAS FRANCIS
Entered service Sept. 25, 1917; 1st Lt., Engrs., N. A., Aug. 8, 1917. Overseas service Jan. 22, 1918–May 31, 1919. Discharged July 2, 1919. In training Ft. Leavenworth; with 35th, 15th and 501st Engrs.

RADER, FRANKLIN KEARNS
Entered service Aug. 19, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 29, 1918. With 5th Engr. Training Regt., Camp Humphreys.

RADER, JAMES WILSON
Entered service Jan., 1918, as Pvt., 1st Class, A. S., N. A.; 2d Lt., A. S., Mar. 25, 1918. Discharged Jan., 1919. Instr., attached to Cadet Wing, H. Q. Staff, Kelly Flying Field.

RAKESTRAW, CHARLES LYSANDER
Entered service Sept. 2, 1917; 1st Lt., Engrs., N. A., Nov., 1917. Overseas service Apr. 29, 1918–Sept., 1918, and Jan. 15, 1919–July 7, 1919. Discharged Oct. 24, 1919. Bn. Gas Officer, 4th Engrs.; employed on destruction German ammunition dumps. Two stars.

RANDLE, GEORGE NELSON
Entered service Aug. 31, 1918, as Maj., Q. M. C., Constr. Div., U. S. A. Discharged Dec. 2, 1918. Utilities Officer, Camp Fremont and Camp Cody.

RANDOLPH, JOHN HAMPDEN, JR.
Capt., Engrs., U. S. A.*

RANDOLPH, ROBERT ISHAM
Entered service June 5, 1917, as Capt., E. O. R. C.; Maj., Engr. R. C., Dec. 17, 1917. Overseas service Aug. 5, 1918–Apr. 25, 1919. Discharged Apr. 29, 1919. With 23d Engrs.;

organized, and C. O., 535th Engrs., attached to 2d Army; standard gauge ry. constr., St. Mihiel Sector.

RANNEY, ALFRED GARDNER
Entered service July 27, 1917; Capt., C. A. R. C., Nov. 27, 1917. Overseas service Mar. 25, 1918–Jan. 30, 1919. Discharged Feb. 20, 1919. Bn. Comdr., 65th Arty.; St. Mihiel and Meuse-Argonne offensives.

RATHJENS, GEORGE WILLIAM
Entered service Apr. 27, 1917; Capt., E. O. R. C., Feb. 23, 1917; Maj., E. O. R. C., Aug. 15, 1917; Lt. Col., Engr. R. C., Jan. 4, 1918. Overseas service Aug. 4, 1917–May 30. 1919. Discharged June 17, 1919. With 313th Engrs.; with 2d Army; staff, Chf. of Engrs. Three stars.

RAYMOND, HERBERT DWIGHT
Entered service Nov. 6, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 12, 1918. E. O. T. S., Camp Humphreys.

REDING, JAMES HANDYSIDE
Entered service July 14, 1917, as Capt., Engrs., N. A. (previous service as Pvt., 2d Lt., and 1st Lt. with Ohio N. G.). Overseas service June 23, 1918–Mar. 31, 1919. Discharged May 3, 1919. Co. Comdr., 112th Engrs.; Supply Officer, Serbian Mission, American Peace Commission, War Damages Bd. Two stars.

REED, CARL SWEETLAND
Entered service Oct. 14, 1918, as Maj., Ord. Dept., U. S. A.; Lt. Col., Ord. Dept., U. S. A., May 21, 1919; Col., Ord. Dept., U. S. A., Aug. 21, 1919. Discharged Oct. 31 1919. Ord. Dist. Chf., New York Dist.

REED, HOWARD SAWYER
Entered service Dec. 28, 1917; Capt., Engrs., N. A., July 16, 1917. Discharged Oct. 30, 1919. Office Chf. of Engrs., Washington, D. C.; Gen. Staff, Portland, Ore.; Regtl. Adj., 216th Engrs.; Representative Adj. Gen. Dept., Camp Devens.

REED, PAUL LYON
Entered service Nov. 6, 1902, as Lt., Jr. Grade, C. E. C., U. S. N.; Comdr., C. E. C., U. S. N., July 1, 1917. Represented Emergency Fleet Corp., Hog Island constr.; Member Compensation Bd., Navy Dept.

REED, PERCY LAWRENCE
Entered service July 25, 1918, as 1st Lt., Ord. Dept., N. A.; Capt., Ord. Dept., U. S. A., May 29, 1919. Discharged Oct. 31, 1919. Duty at Nitrate Plant No. 2, Muscle Shoals, Ala.; Property Officer and C. O., Nitrate Plant No. 3, Toledo, Ohio.

REEDER, HARRY CALVIN
Entered service Jan. 3, 1918; 1st Lt., Engrs., N. A., Dec. 18, 1917. Discharged Apr. 3, 1918. E. O. T. C., Camp Lee.

REES, BIRD LeGRAND
Entered service Apr. 15, 1918; Capt., Engrs., N. A., Apr. 5, 1918. Discharged May 31, 1919. Constr. Div., Washington, D. C.; cantonment constr., Camp Humphreys; with 5th Engr., Training Regt., Camp Humphreys; Office, Chf. of Engrs., Washington, D. C.

REEVES, CARL HOWELL
Entered service July 19, 1917; Capt., Q. M. C., Apr. 23, 1917; Maj., Q. M. C., Constr. Div., N. A., Mar. 18, 1918. Discharged June 4, 1918. Engr. Officer in chg. constr. Camp Fremont, Camp Doniphan, Ft. Sill and Camp Humphreys; Supervising Const. Q. M., Coast Defenses, Puget Sound; Const. Q. M., Camp Cody.

REEVES, GLENN STANTON
Entered service Dec. 15, 1917, as Pvt., Engrs., N. A.; Pvt., 1st Class, Engrs., N. A., May, 1918; Cpl., Engrs., U. S. A., Aug. 15, 1918. Overseas service Mar. 30 1918–July 21, 1919. Discharged July 26, 1919. With 23d Engrs. Two stars.

REICHARDT, WALTER FREDERICK
Entered service Aug. 9, 1917; Maj., Q. M. C., May 12, 1917. Discharged Oct. 11, 1917. Asst. to Const. Q. M., Camp Beauregard; transferred to staff of 39th Inf.

REIMER, ARTHUR ADAMS
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 18, 1917; Maj., E. O. R. C., Aug. 15, 1917. Discharged May 6, 1918. Instr., Officers' Training Camp; with 108th and 305th Engrs.

REIMER, FREDERIC ADAMS
Entered service Apr. 24, 1917, as Capt., E. O. R. C.; Maj., E. O. R. C., May 5, 1917. Discharged Feb. 26, 1918. Organized 1st Bn., 104th Engrs.; topographical survey, Camp Dix.; gen. engr. work, Camp Lee; survey work and gen. camp eng. duty, Camp McClellan.

RENSHAW, ALFRED
Capt., Engrs., U. S. A., A. E. F.*

RENSHAW, FRANCIS OREA
1st Lt., Engrs., U. S. A.*

RESWICK, SOLOMON
1st Lt., Engrs., U. S. A.*

REYNOLDS, LEO FRANCIS
Entered service Dec. 8, 1917, as Pvt., 1st Class, Aviation Sec., Sig. R. C.; 2d Lt., A. S. A., N. A., June 5, 1918. Discharged Jan. 6, 1920. Ground school, Univ. of Texas; concentration camp, Camp Dick; Instr., Love Field; bombing plane training, Ellington Field.

RHOADES, THEODORE ECKFORD
Entered service May 1, 1917; Capt., E. O. R. C., Feb. 22, 1917; Maj., Engrs., U. S. A., Aug. 22, 1918. Overseas service Jan. 15, 1918–Feb. 1, 1919. Discharged Mar. 2, 1919. Const. Q. M. and Officer in chg. constr., Camp Sherman; Asst. Chf. of Staff, 83d Div.; student officer with 11th British Div.; attached to G-4, G. H. Q., and Paris Group, A. E. F.; Asst. Chf. of Staff, Advanced G. H. Q., Argonne and Germany. Three stars.

RHODES, ERIC HOUGHTON
Lt., Australian Field Engrs., B. E. F.*

RICE, JOHN TURNER
Entered service Dec. 28, 1917; Capt., E. O. R. C., Apr. 18, 1917; Maj., Engr. R. C., Feb. 13, 1918. Overseas service Sept. 20, 1918–July 23, 1919. Discharged July 30, 1919. With 2d Engr. Training Regt. and with 541st Engrs.

RICH, EDWARD DUNBAR
Entered service Aug. 12, 1918; Maj., San. C., U. S. A., Aug. 1, 1918. Discharged Dec. 27, 1918. Director, School of San. Eng., Camp Greenleaf.

RICH, MELVIN S.
Entered service May 12, 1917; 1st Lt., E. O. R. C., June 19, 1917. Overseas service Feb. 14, 1918–Feb. 2, 1919. Discharged Feb. 4, 1919. Cantonment constr.; Office, P. B. and G., Washington, D. C.; Labor Bureau, A. E. F.

RICHARDS, WALTER ALLAN
Entered service May 11, 1917; 2d Lt., Inf., N. A., Aug. 29, 1917; 1st Lt., Inf., N. A., Jan. 1, 1918. Overseas service Apr. 29, 1918–Mar. 16, 1919. Discharged Sept. 10, 1919. With 326th Inf. Distinguished Service Cross. Brigade citation for patrol work. Three stars. Two wounds.

RICHARDSON, FREDERICK HOSEA
Entered service Dec. 27, 1917; Capt., Engrs., N. A., Sept. 19, 1917. Overseas service July 10, 1918–July 7, 1919. Discharged Aug. 1, 1919. Co. Comdr., 526th Engrs.; in chg. constr., Div. Area No. 18 and No. 3, Advance Sec., A. E. F.; C. O., troops at Longuyon, France; in chg. bldg. constr., Univ. of Beaune, France.

RICHARDSON, JAMES HERBERT
Entered service Sept. 25, 1917; Capt., Engrs., N. A., Aug. 15, 1917. Overseas service Jan. 20, 1918–June 2, 1918. Discharged Nov. 29, 1918. Co. Comdr., 306th Engrs., Camp Jackson; student, 2d Corps School, France; Co. Comdr., 5th Engr. Training Regt., Camp Humphreys; on duty, Office, Chf. of Engrs., Washington, D. C., revising engr. manual.

RICHARDSON, REX DENSMORE
Capt., Engrs., U. S. A.*

RICHE, CHARLES SWIFT
Entered service July 1, 1882; Col., C. of E., U. S. A., July 1, 1916. Dept. Engr., Central Dept. and Panama Canal Dept.; river and harbor and fortification work.

RICHMOND, ALLEN PIERCE, JR.
Entered service Aug. 21, 1917; 1st Lt., F. A., N. A., Nov. 27, 1917. Overseas service July 15, 1918–Jan. 22, 1919. Discharged Feb. 8, 1919. With 301st Trench Mortar Battery as Gas Officer (in U. S.), Personnel Adj., and Adj.; special instr., F. A., and routine company duties.

RICHMOND, JULIAN
Entered service Aug. 8, 1918, as Lt., C. E. C., U. S. N. R. F. Overseas service Aug. 27, 1918–Dec. 16, 1918. Released from active service Aug. 8, 1919. Asst. Public Works Officer, Naval Aviation Repair Base, Eastleigh, England; Asst. to Public Works Officer, 3d Naval Dist.

RIDDLE, WILLIAM CATHCART
Entered service Oct. 17, 1917, as Capt., San. C., N. A. Discharged June 20, 1919. Div. San. Engr., 81st Div., Camp Jackson; San. Insp. and Camp San. Engr., Hazlehurst Field.

RIDGEWAY, GEORGE ALLEN
Entered service May 14, 1917; 1st Lt., Engrs., N. A., Sept. 6, 1917. Overseas service, Apr. 14, 1918–June 8, 1919. Discharged July 6, 1919. With 23d Engrs. One star.

RINEY, ARTHUR HERBERT
Entered service May 31, 1917; 1st Lt., E. O. R. C., July 2, 1917; Capt., Engr. R. C., Jan. 21, 1918. Overseas service Feb. 10, 1918–July 6, 1919. Discharged July 25, 1919. With 23d Engrs.; Co. Comdr., 28th Engrs., Toul Sector; St. Mihiel offensive. One star.

RIPLEY, BLAIR
Entered service Apr. 12, 1916, as Lt. Col., 1st Canadian Overseas Ry. Constr. Bn. Overseas service Sept. 15, 1916–Apr. 10, 1919. Discharged June 15, 1919. Mentioned in despatches three times; Distinguished Service Order, Great Britain; Commander of the British Empire.

RIPLEY, THERON MONROE
Entered service Dec. 28, 1917; Maj., E. O. R. C., June 19, 1917. Discharged June 24, 1919. Asst. Const. Q. M., Camp Abraham Eustice; Const. Q. M., Ft. Oglethorpe and adjacent camps.

RISLEY, WARNER IRELAND
Entered service May 8, 1917; Capt., E. O. R. C., Feb. 23, 1917. Overseas service Nov. 26, 1917–June 9, 1919. Discharged July 3, 1919. Co. Comdr., 25th Engrs.; Co. Comdr. and C. O., 504th Engrs., in constr. mechanical bakery at Is-sur-Tille, France, and misc. constr.

RITCHIE, JOHN MILTON
Entered service July 26, 1917; Capt., Q. M. R. C., June 7, 1917; Maj., M. T. C., U. S. A., Aug. 19, 1918; Lt. Col., M. T. C., U. S. A., June 18, 1919. In chg. expediting branch, Constr. Div.; Deputy Chf., Operations Div., M. T. C.; Chf., Operations Div., M. T. C.; represented War Dept. on Council of Natl. Defense, Highways Transport Comm.; Member Bd. of Officers to study the military highway system of the U. S.

RITTER, ROLLIN
Entered service Apr. 13, 1917; Capt., F. A., N. A., Aug. 5, 1917. Overseas service May 17, 1917–May 3, 1919. Discharged May 3, 1919. Co. Comdr., 130th F. A., in Gerardmer Defensive Sector, St. Mihiel and Meuse-Argonne offensives and Verdun Sector.

ROBERTS, HARRY ASHTON
Entered service May 8, 1917; Capt., E. O. R. C., June 22, 1917. Overseas service Sept. 25, 1918–Feb. 15, 1919. Discharged Feb. 19, 1919. Shipping Officer, Engr. Depot, New York; Examining Bd., Office, Chf. of Engrs., Washington, D. C.; Deputy Depot Engr. Officer, Marseilles, France.

ROBERTS, LEO BOND
Entered service June 25, 1917; 2d Lt., E. O. R. C., Apr. 12, 1917; 1st Lt. Engr. R. C., Dec. 31, 1917; Capt., Engrs., U. S. A., Feb. 22, 1919; Maj., Engrs., U. S. A., May 16, 1919. Overseas service Jan. 28, 1918–July 3, 1919. Discharged Jan. 17, 1920. Executive Officer G-2-C, G. H. Q., A. E. F.; with 29th Engrs., producing maps for A. E. F. Diploma from Gen. Pershing; Officier d'Academie, Silver Palms. Two stars.

ROBERTSON, ALEXANDER KING
Entered service Apr., 1915; Lt., 72d Regt. of Canada, June 1, 1915; Lt., Royal Engrs., June 17, 1916; Capt., Royal Engrs., Sept. 22, 1918. Overseas service Mar. 18, 1916–Apr. 9, 1919. Discharged Apr. 9, 1919. Mentioned in despatches by Sir Douglas Haig.

ROBERTSON, FONZIE EUGENE
1st Lt., F. A., U. S. A.*

ROBINSON, EDWARD WILLIAM
Maj., Engrs., U. S. A.*

ROBINSON, ERNEST FRANKLIN
Entered service July 15, 1917, as Capt., Engrs., N. A.; Maj., Engrs., N. A., July 30, 1918. Overseas service May 8, 1918–Sept. 7, 1918. Discharged Apr. 15, 1919. With 102d and 74th Engrs.; at Army Engr. School; Ypres-Lys salient. One star.

ROBINSON, JOHN HARVEY
Entered service Apr. 14, 1918; Pvt., Inf., N. A., Apr. 14, 1918; Pvt., 1st Class, Inf., N. A., July 15, 1918; Cpl., Inf., U. S. A., Sept. 20, 1918. Overseas service May 31, 1918–Jan. 15, 1919. Discharged Mar. 15, 1919. With 314th Machine Gun Bn. Two stars.

ROBINSON, JOHN MASON
Capt., Engrs., U. S. A.*

ROBINSON, WILLIAM ERNEST
Entered service May 30, 1917; 2d Lt., E. O. R. C., July 12, 1917; 1st Lt., Engrs., N. A., July, 1918. Overseas service Sept. 13, 1917–Aug. 20, 1918. Discharged Dec. 19, 1918. Student, Ecole du Genie, Versailles; with 1st Engrs.; Intelligence Office, Office, Chf. of Engrs., Washington, D. C. One star.

ROBSON, FREDERICK THURSTON
Entered service Apr. 12, 1917; Capt., E. O. R. C., July 5, 1917; Maj., Engrs., U. S. A., Mar. 1, 1919. Overseas service Apr. 19, 1918–May 21, 1919. Discharged July 3, 1919. Bn. Adj., 307th Engrs.; Asst. G-1 and Asst. Chf. of Staff, G-1, 82d Div. In Lagney-Toul and Marbach Sectors; St. Mihiel and Meuse-Argonne offensives. Div. citation.

ROBSON, RALPH EWART
Entered service May 16, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Nov. 5, 1918. Overseas service July 5, 1918–Apr. 16, 1919. Discharged May 26, 1919. Co. Comdr. and Bn. Comdr., 316th Engrs.; St. Mihiel, Meuse-Argonne and Ypres-Lys offensives. Belgian War Cross.

ROBY, HARRISON GEORGE
Entered service Mar. 8, 1918, as Lt., C. E. C., U. S. N.; Lt. Comdr., C. E. C., U. S. N., June 6, 1919. Released from active service June 10, 1919. Asst. Officer in chg. constr., Army and Navy Bldg., Washington, D. C.; Public Works Officer, Quantico Marine Barracks; Asst. Public Works Officer, 4th Naval Dist.

ROCKENBACH, SAMUEL DICKERSON
Entered service Aug. 1, 1891, as 2d Lt., Cavalry, U. S. A.; Brig. Gen. (Temporary), N. A., June 26, 1918. Overseas service May 28, 1917–Aug. 1, 1919. In command Base Sec. No. 1; Chf., Tank Corps. Distinguished Service Medal; Officier, Legion d'Honneur; Croix de Guerre; Companion of the Bath, Great Britain. Three stars.

ROCKHOLD, JOHN ELLSWORTH
Entered service July 19, 1917, as 1st Lt., Engrs., N. A. Overseas service Oct. 18, 1917–July 5, 1919. Discharged July 12, 1919. With 117th Engrs., Baccarat and Champagne Sectors; sapper duties; in chg. road constr., S. O. S., Tours, France. Two stars.

ROCKWELL, REUBEN LYNN
Entered service May 8, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Jan. 22, 1918–Jan. 26, 1919. Discharged Jan. 29, 1919. With 309th and 35th Engrs.

ROGERS, HERBERT LINCOLN
Comdr., C. E. C., U. S. N. R. F.*

ROGERS, LESTER CUSHING
Entered service Jan. 5, 1918, as Pvt., 1st Class, F. A., N. A.; 2d Lt., F. A., N. A., July 19, 1918. Overseas service May 23, 1918–Jan. 22, 1919. Discharged Jan. 28, 1919. Student, Saumur Arty. School; student and Instr., Anti-Aircraft Arty. School, Arnouville-les-Gonnesse, France.

ROLLINS, ANDREW PEACH
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Sept. 25, 1918–May 3, 1919. Discharged May 15, 1920. Training engr. replacement troops; with Tank Corps; Bn. Comdr.

ROPES, ELIHU HARRISON
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., E. O. R. C., Aug. 14, 1917; Lt. Col., Engr. R. C., Dec. 31, 1917; Col., Engrs., N. A., July 31, 1918. Overseas service May 28, 1918–Sept. 7, 1918. Discharged Jan. 3, 1919. With 305th Engrs. as Bn. Comdr. and C. O. in routine sapper duty.

ROSE, WILLIAM HENRY
Entered service Aug. 30, 1899; Lt. Col., C. of E., U. S. A., at declaration of war; Col. and Brig. Gen. Resigned Apr. 30, 1919. Officer in chg. Gen. Engr. Depot in U. S.; Director of Purchase, Purchase, Storage and Traffic Div. Distinguished Service Medal.

ROSEDALE, JOSEPH JACOB
Entered service Sept. 1, 1917, as Capt., Engrs., N. A. Discharged Dec. 17, 1917.

ROSENFELD, JAMES ROY
Entered service July 15, 1917, as Color Sgt., F. A., N. A.; 2d Lt., Engrs., N. A., Aug. 11, 1917. Overseas service June 22, 1918–Mar. 19, 1919. Discharged Mar. 29, 1919. With 107th F. A.; duty with Const. Q. M., Camp Merritt; with 305th and 26th Engrs.

ROSHER, EDWARD MARSHALL
Entered service Apr. 28, 1915, as 2d Lt., Inf., British Army; Capt., Inf., British Army, Aug. 9, 1915; Maj., Rys., Sept. 1, 1917. Overseas service June 14, 1915–Dec. 31, 1919. Discharged Jan. 3, 1920. With 8th Bn., Welsh Regt. Pioneers, 13th Div. at Gallipoli; with rys. force in Mesopotamia and Siberian expedition; Staff Capt., and Ry. Transport Officer; Deputy Asst. Director Rys. Mission to Siberia; Chf. Engr., Bagdad West Div.; British representative for the Interallied Ry. Sub-Comm. Khaborovsk, Siberia; British representative of British Mission, Khaborovsk. Military Cross. Mentioned in despatches, Mesopotamian Expeditionary Forces, and Mediterranean Expeditionary Forces (twice).

ROSS, BLAIR ARTHUR
Entered service May 10, 1917; 2d Lt., E. O. R. C., July, 1917; 1st Lt., E. O. R. C., Aug. 15, 1917; Capt., Engrs., U. S. A., Sept. 1918. Overseas service Sept. 11, 1917–Mar. 11, 1919. Discharged July 8, 1920. C. O., 1st Observation Sec., A. E. F.; Co. Comdr., 29th Engrs. Diploma from Gen. Pershing; Officier d'Academie. Five stars.

ROSS, JAMES GEORGE
Entered service May 14, 1917; Capt., Engrs., N. A. Overseas service July 31, 1918–June 15, 1919. Discharged July 8, 1919. Co. Comdr., 306th Engrs.; St. Die and Sommedieu Sectors, and Meuse-Argonne offensive. Two stars.

ROSS, LLOYD McCREIGHT
Entered service July 13, 1918; Pvt., Q. M. C., U. S. A., Sept., 1918; Pvt., Graves Registration Bureau, Nov., 1918. Overseas service Oct. 26, 1918–July 19, 1919. Discharged July 27, 1919. With 336th Supply Co., Q. M. C.; grave location in Meuse-Argonne and St. Mihiel Sectors.

ROSS, THOMAS ALEXANDER
Entered service Mar. 27, 1917, as Capt., Royal Engrs., British Army. Discharged Dec. 12, 1918. In eng. work in War Office, England.

ROSSELL, PAUL FRANCIS
Entered service May 8, 1917; 1st Lt., E. O. R. C., Apr. 2, 1917; Capt., Engr. R. C., Jan. 10, 1918. Overseas service Mar. 30, 1918–May 6, 1919. Discharged May 23, 1919. With 23d Engrs.; Instr. in mining and demolition, Officers Training Camp; investigation of explosives for demolition, Office Chf. of Engrs., Washington, D. C.

ROTHROCK, WILLIAM POWELL
Entered service May 11, 1917; Capt., Engrs., N. A., July 24, 1917; Maj., Q. M. C., N. A., Feb. 15, 1918. Discharged Aug. 1, 1919. Const. Q. M. and Disbursing Officer in chg. constr., Camp Logan; in chg. constr. two helium plants at Ft. Worth and one at Petrolia, Tex.; picric acid plants Brunswick, Ga., and Grand Rapids, Mich.; Asst. to Chf. of Constr. Div., Washington, D. C.

ROURKE, JOSEPH ALOYSIUS
Entered service Oct. 4, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Jan. 3, 1919. Constr. Camp Devens and South Boston Army Base.

ROUSSEAU, HARRY HARWOOD
Entered service Sept., 1898, as Lt., Jr. Grade, C. E. C., U. S. N.; Rear Admiral, C. E. C., U. S. N., Mar. 4, 1915. With Emergency Fleet Corp. in various capacities, including Asst. Gen. Mgr., Mgr. of Div. of Shipyard Plants, Chairman of Ship Protection Comm.; Project Mgr., Navy Emergency Plant Extension, Bureau of Yards and Docks, Navy Dept.; Member Munitions Bd., Council of National Defense. Navy Cross.

ROWE, DONALD HEFLEY
Entered service Sept. 1, 1917, as 2d Lt., Engrs., N. A.; 1st Lt., Engrs., N. A., Jan. 1, 1918; Capt., Engrs., U. S. A., Oct. 1, 1918. Overseas service Jan. 15, 1918–Apr. 1, 1919. Discharged May 1, 1919. With 314th Engrs., Div. Gas Officer, 81st and 82d Div.;

with British Army in Flanders; St. Mihiel and Meuse-Argonne offensives; St. Die and Toul Sectors. Two wounds.

ROWLAND, JAMES WALLACE
Entered service May 15, 1918, as Capt., Engrs., N. A. Discharged Feb. 13, 1919. With 4th Engr. Training Regt. as Bn. Adj., Camp Humphreys; Adj., 214th Engrs.

ROYAL, JOSEPH NELSON
2d Lt., Engrs., U. S. A.*

ROYALL, EDWARD MANLY
Entered service Jan. 28, 1918; Lt., Jr. Grade, U. S. N. R. F., Mar. 12, 1917; Lt., Jr. Grade, C. E. C., U. S. N. R. F., Mar. 26, 1918. Released from active service Mar. 12, 1919. Outside Supt., Public Works Dept., Charleston Navy Yard and New Orleans Naval Sta.; gen. duty, 8th Naval Dist.

ROYER, ROBERT STUART
1st Lt., Engrs., U. S. A.*

RUGGLES, ARTHUR VALENTINE
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service Jan. 20, 1918–Jan. 24, 1919. Discharged Jan. 29, 1919. With 111th Engrs.; student, 2d Corps School, France; with 17th Engrs., water supply work, Base Sec. No. 1, A. E. F.

RUSSELL, CLAUD
Entered service June 17, 1918, as Capt., Engrs., N. A. Discharged Dec. 3, 1918. Officers Training School, Camp Humphreys.

RUSSELL, WILLIAM HEPBOURNE
Entered service Aug. 27, 1917; 1st Lt., F. A., N. A., Nov. 27, 1917; Capt. F. A., U. S. A., May 22, 1919. Overseas service June 3, 1918–June 19, 1919. Discharged July 24, 1919. With 324th Regt., F. A., and 158th F. A. Brig. in Argonne forest; 3d Army; Instr. Army Arty. School.

RUST, HENRY PRESTON
Entered service June, 1918, as Lt., Canadian Engrs. Discharged Jan., 1919.

RUTH, EDGAR KINGSBURY
Entered service May 18, 1918, as Capt., Engrs., N. A.; Capt. C. W. S., N. A., July 18, 1918. Discharged Dec. 27, 1918. Chf. Gas Officer, Ft. Sill.

RUTTAN, HENRY NORLANDE
Brig. Gen., Canadian Army.*

RYAN, WALTER JACKMAN
Entered service Oct. 17, 1917, as Capt., Engrs., N. A. Discharged Dec. 24, 1917. Officers Training School, Camp Humphreys.

RYLAND, REIS JOSEPH
Entered service Sept. 10, 1917, as Pvt., Sig. C., N. A.; 2d Lt., Sig. C., N. A., Apr. 20, 1918. Overseas service Aug. 3, 1918–Apr. 7, 1919. Discharged Apr. 14, 1919. With 8th Field Bn., Sig. C.; Asst. Div. Sig. Officer, 7th Div.; 2d Army Defense Sector.

RYON, HENRY
Entered service Oct. 15, 1918, as 1st Lt., Q. M. C., Constr. Div., U. S. A. Discharged Oct. 20, 1919. Officer in chg. of water, sewers and electricity; Purchasing and Contr. Officer, Camp Bowie.

SACKETT, ARTHUR JOHNSON
Entered service Jan. 4, 1918, as Maj., Q. M. C., N. A. Discharged Jan. 10, 1919. Constr. camps and port terminals.

SACKS, SAMUEL ISAIAH
Entered service July 26, 1918, as Apprentice Seaman, U. S. N. R. F.; Seaman, 2d Class. Oct. 9, 1918. Released from active service Dec. 4, 1918. Great Lakes Naval Training Sta.; Philadelphia Navy Yard.

SADLER, CARL LEON
Entered service June 25, 1917, as Capt., E. O. R. C. Discharged Mar. 28, 1919. Military mapping at various forts and army camps.

SADLER, WALTER CLIFFORD
Entered service June, 1917, as 2d Lt., E. O. R. C.; Capt., Engrs., U. S. A., Aug. 31, 1918. Overseas service Aug. 9, 1917–May 1, 1919. Discharged May 21, 1919. With 18th Engrs. on dock and gen. constr. work, Base Sec. No. 2, A. E. F.

ST. JOHN, ROYAL UPSON
Entered service Sept. 1, 1917; 2d Lt., A. S., N. A., Nov. 22, 1917; 1st Lt., A. S., U. S. A., Nov. 6, 1918. Overseas service Jan. 30, 1918–Mar. 17, 1919. Discharged Mar. 19, 1919. Operations Officer, 95th Aero Squadron and 2d Pursuit Group; Flying Instr., 2d Aviation Instruction Center. Citation. St. Mihiel and Meuse-Argonne offensives.

SALISBURY, ALFRED JAMES, JR.
Entered service Feb. 24, 1918, as 1st Lt., A. S. A., N. A. Discharged Dec. 4, 1918.

SAMPLE, WILLIAM DWIGHT
Entered service Nov. 23, 1914, as Pvt., Inf., British Army; Sgt., Inf., Dec., 1917. Overseas service July, 1915–Apr., 1918. Discharged June, 1919. Rifle Brig., British Army. Two wounds.

SANGER, WALTER MAX
Entered service Sept. 26, 1917; Capt., Engrs., N. A., Aug. 31, 1917. Overseas service Jan. 25, 1918–July 17, 1919. Discharged Aug. 7, 1919. Gen. const. at Gievres, France, Intermediate Supply Depot; sewer and water layouts for hosp. constr., England; with comm. on war damages to Allies; Instr., Beaune Univ.

SARGENT, EDWARD HAYNES
Entered service May 15, 1917, as Capt., E. O. R. C. Overseas service Jan. 24, 1918–Jan. 9, 1919. Discharged Jan. 11, 1919. Co. Comdr. and Regtl. Adj., 20th Engrs.; Co. Comdr. and Bd. Adj., 116th Engrs.; staff duty with Technical Bd., Gen. Purchasing Agent, A. E. F.

SARGENT, JOSEPH ANDREWS
Entered service Sept. 11, 1917, as Capt. Engrs., N. A. Overseas service, Sept. 11, 1917–Mar., 1919. Discharged Feb. 27, 1919. Depot Engr., Gievres, France; with 2d Engrs. as student officer with French, in Bois Belleau, St. Mihiel and Meuse-Argonne. Croix de Guerre; Division Citation. Wounded at Lucy le Bocage, June 2, 1918.

SAUNDERS, WALTER BOWEN
Entered service Nov. 3, 1918, as Capt., Engrs., U. S. A. Discharged Feb. 15, 1919. With 417th Engrs., Camp Dodge; Training School, Camp Humphreys.

SAURBREY, HENRY ALEXIS d'ORIGNY
Entered service Aug. 21, 1918, as Capt., Engrs., U. S. A. Discharged Jan. 17, 1919. With 140th Engrs.; 2d Engr. Training Regt., Camp Humphreys.

SAWYER, CHARLES LEGLER
1st Lt., Engrs., U. S. A.*

SAWYER, DONALD H.
Entered service June 6, 1917, as Maj., Q. M. C.; Lt. Col., Q. M. C., Constr. Div., N. A., Mar. 20, 1918. Discharged Oct. 30, 1919. In chg. constr., Camp Grant, U. S. Nitrate Plant No. 4, and Camp Bragg; in chg. as Superv., Q. M. Warehouses.

SCAMMELL, JOHN KIMBALL
Entered service Nov. 4, 1915, as Lt., Inf., Canadian Forces. Overseas service June 20, 1917–Feb. 14, 1918. Discharged Dec. 12, 1918. Machine Gun Officer, 140th Bn., C. E. F.; C. O., Machine Gun Draft, St. Johns, New Brunswick; Canadian Machine Gun Corps, Seaford, England; C. O., Absentee Depot, New Brunswick.

SCHANCK, FRANCIS RABER
Entered service Nov. 12, 1917; Capt., Ord. Dept., N. A., Nov. 9, 1917; Maj., Ord. Dept., N. A., July 25, 1918. Discharged July 16, 1919. Organized, and Chf., Chicago Dist., Production Div.

SCHARFF, MAURICE ROOS
Entered service Oct. 19, 1917; 1st. Lt., E. O. R. C., Feb. 1, 1917; Capt., Engrs., U. S. A., Nov. 4, 1918. Overseas service Nov. 2, 1917–Mar. 31, 1919. Discharged Apr. 2, 1919. With Water Supply Sec., Div. of Constr. and Forestry, A. E. F.; Water Supply Officer, Office, Sec. Engr., Base Sec. No. 2; Asst. to Deputy Chf. Engr., A. E. F.

SCHEIDENHELM, FREDERICK WILLIAM
Entered service May 14, 1917; Capt., E. O. R. C., Jan. 19, 1917; Maj., Engrs., U. S. A., Sept. 21, 1918; Lt. Col., Engrs., U. S. A., Oct. 21, 1918. Overseas service Oct. 16, 1917–Mar. 12, 1919. Discharged Aug. 19, 1919. With 26th Engrs., front line water supply; Chf., Water Supply Service, 1st Army; C. O., 26th Engrs. Diploma from Gen. Pershing for meritorious service.

SCHENCK, ERNEST EUGENE
Entered service Oct. 11, 1918, as 1st Lt., Engrs., U. S. A. Discharged Jan. 12, 1919.

SCHERMERHORN, RICHARD, JR.
Entered service Dec. 4, 1917; Capt., Engr. Sec., San. C., N. A., Nov. 21, 1917. Overseas service Aug. 24, 1918–Apr. 5, 1919. Discharged Apr. 12, 1919. San. Engr. and Asst. to San. Insp., 81st Div., Camp Jackson; C. O., San. Squad No. 1, 87th Div.; Group San. Officer, Justice Hosp. Group, Toul, France; under Gen. McKinstry with Eng. Dept. of Peace Commission, Paris. Two stars.

SCHMUCKER, BEALE MELANCTHON
Entered service Apr. 26, 1917; 1st Lt., N. J. Engrs., Apr. 30, 1917; 1st Lt., Engrs., N. A., Aug. 5, 1917; Capt., Engrs., U. S. A., May 2, 1919. Overseas service June 19, 1918–May 22, 1919. Discharged June 5, 1919. With 104th Engrs. in U. S. and overseas; Meuse-Argonne offensive; Haute-Alsace Sector. One star.

SCHODER, ERNEST WILLIAM
Entered service Sept. 25, 1917; Capt., Engrs., N. A., Aug. 15, 1917. Discharged Apr. 2, 1919. With 305th Engrs. at Camp Lee; Instr., E. O. T. S., Camps Lee and Humphreys; Asst. Dir. Training, Camp Humphreys; Office, Chf. of Engrs.

SCHOLTZ, HERMAN FRED
Entered service June 20, 1918; Capt., Engr. R. C., Jan. 28, 1918. Overseas service Oct. 19, 1918–July 14, 1919. Discharged Aug. 14, 1919. E. O. T. S., Camps Lee and Humphreys; Co. Comdr., 1st Bn., Camp Forrest; Co. Comdr., 128th Engrs.

SCHOONMAKER, LEON MONROE
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 5, 1917. Overseas service Feb. 20, 1918–June 5, 1919. Discharged June 19, 1919. Training Camp, American Univ.; with 105th Engrs., Camp Sevier; Co. Comdr., 511th Engrs., in gen. engr. and constr. work, Montierchaume Storage Depot, France.

SCHROEDER, SEATON, JR.
Entered service Apr. 6, 1917, as Lt., Jr. Grade, U. S. N. R. F.; Lt., C. E. C., U. S. N. R. F., Dec. 10, 1918. Released from active service June 6, 1919. In chg. constr. work in Brooklyn Navy Yard and Navy Fleet Supply Base, Brooklyn, N. Y.

SCHWARTZ, LLOYD
Entered service June 26, 1918, as Pvt., C. A. C., U. S. A.; Master Gunner, C. A. C., U. S. A., Feb. 15, 1919. Overseas service Aug. 7, 1918–May 23, 1919. Discharged June 21, 1919. Portland Coast Defenses; with 72d Regt., C. A. C.

SCHWENDENER, KARL DE WITT
Entered service May 8, 1917; Capt., E. O. R. C., Apr. 16, 1917. Overseas service Aug. 8, 1918–June 28, 1919. Discharged July 24, 1919. Regtl. Supply Officer and Bn. Comdr., 115th Engrs.; Marbache and Toul Sectors; Meuse-Argonne offensive. Two stars.

SCOTT, GUY
Entered service May 15, 1918, as Capt., Engrs., N. A. Overseas service July 30, 1918–July 5, 1919. Discharged July 24, 1919. Personnel and Engr. Officer, and Co. Comdr., 44th Engrs.; Div. Engr. Etat Ry., France; M. of W. Engr., 16th Grand Div., T. C., A. E. F.

SCOTT, LEWIS PELOT
Entered service Aug. 17, 1918; 1st Lt., Engrs., N. A., Aug. 7, 1918. Discharged Oct. 10, 1918. E. O. T. S., Camp Humphreys.

SCUDDER, CHARLES MORRISON
Entered service July 15, 1917, as Capt., Engrs., N. A. Overseas service Jan. 31, 1918–May 18, 1919. Discharged May 27, 1919. Co. Comdr. and Topographic Officer, 107th Engrs.

SCUDDER, HENRY DARCY, JR.
Entered service May 24, 1918, as 2d Lt., U. S. Guards. Discharged Jan. 29, 1919. Guard duty in the U. S.

SEABURY, GEORGE TILLEY
Entered service Apr. 6, 1918, as Maj., Q. M. C., N. A. Discharged June 14, 1919. Asst. to Chf. of Constr. Div., as Superv. Const. Q. M. at Camps Devens, Upton, Mills, Merritt, Dix, Meade and Lee.

SEAGE, CLARENCE EDMUND
Entered service July, 1917, as Ensign, U. S. N. R. F.; Lt., Jr. Grade, U. S. N. R. F., Sept. 1, 1917; Lt., U. S. N. R. F., Oct. 1, 1918. Released from active service Jan. 4, 1919. Recruiting duty, Staten Island; in charge constr. Naval Base, Tarrytown, N. Y.; on duty with Ord., C. N. A., as Insp., mine development; U. S. S. *North Carolina* on convoy duty in foreign waters; attached Naval Unit, Univ. Penna., as Executive Officer.

SEARIGHT, GEORGE PETER
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., Sept. 24, 1917; Capt., Engrs., U. S. A., Feb. 26, 1919. Overseas service June 30, 1918–Mar. 20, 1919. Discharged Apr. 18, 1919. With 302d Engrs., Aisne-Marne offensive; with 27th Engrs., Army troops in St. Mihiel and Meuse-Argonne offensives.

SEELY, RAY
Entered service June 10, 1918; Capt., Engrs., U. S. A., Sept. 1, 1918. Discharged Dec. 10, 1918. In training, Camp Humphreys; Co. Comdr., 10th Engr. Training Regt.

SEELYE, SETH HENNESS
Pvt., Engrs., U. S. A., A. E. F.*

SELANDER, JOHN EINER
Maj., Royal Engrs., B. E. F.*

SELL, WILLIAM DRUMM
Entered service Mar. 1, 1917, as Capt., E. O. R. C. Discharged Oct. 23, 1917. In training Ft. Benjamin Harrison and Ft. Leavenworth.

SENIOR, FRANK SEARS
Entered service Jan. 26, 1918, as Maj., Engrs., N. A. Overseas service Feb. 15 ,1918–May 31, 1919. Discharged June 3, 1919. Engr. of Ports, staff of Director Gen. of Transportation, A. E. F. Officier d'Academie; Diploma from Gen. Pershing for meritorious service.

SESSLER, GROVER CLEVELAND
Entered service July 12, 1918, as Ensign, C. E. C., U. S. N. R. F.; Lt., Jr. Grade, C. E. C., U. S. N. R. F., Apr. 1, 1919. Released from active service June, 1919. On constr. Army and Navy Bldgs., Washington, D. C.; in chg., labor, yards, and docks contracts.

SEWARD, OSCAR A., JR.
Entered service May 8, 1917; Capt., Engrs., N. A., Aug. 15, 1917. Overseas service June, 1918–June, 1919. Discharged July 16, 1919. Bn. Adj. and Bn. Comdr., 315th Engrs. Three stars. One wound.

SEWELL, JOHN STEPHEN
Entered service Jan. 23, 1917, as Maj., E. O. R. C.; Col., E. O. R. C., July 6, 1917. Overseas service July 28, 1917–July 26, 1919. Discharged Aug. 14, 1919. C. O., 17th Engrs. and Sec. Engr., Base Sec. No. 1, A. E. F.; C. O., Base Secs. No. 1 and No. 9, A. E. F. Distinguished Service Medal; Officier, Legion d'Honneur; Officer, Order of Leopold, Belgium.

SEXTON, GEORGE FRANCIS
Entered service Nov. 25, 1917; Pvt. to Sgt., 16th Co., 4th Training Bn., Nov. 7, 1917 to Jan. 15, 1918; Pvt. to Sgt., Constr. Div., N. A., Jan. 15 to May 1, 1918; 2d Lt., Q. M. C., Constr. Div., N. A., May 1, 1918. Discharged May 7, 1919. Camp Jackson; constr. work at Columbia, S. C., Baltimore, Md., and Washington, D. C.

SEYMOUR, HORATIO
Entered service Feb. 7, 1918, as 1st Lt., Ord. C., N. A.; Capt., Q. M. C., Constr. Div., U. S. A., Sept. 4, 1918. Constr. Sec., Supply Div., Ord. Dept. on constr. work at Curtis Bay and Raritan Arsenals; Constr. Q. M., Naco, Ariz.

SHAFER, ERNEST ALTON
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 19, 1917. Overseas service Mar. 30, 1918–Mar. 23, 1919. Discharged Apr. 30, 1919. Engr. Replacement Troops Depot; with 26th Engrs.

SHAFER, JAMES CHARLES FORSYTHE
Entered service Aug. 27, 1917; Capt., C. A. C., N. A., Nov. 27, 1917; Maj., C. A. C., U. S. A., Nov. 2, 1918. Overseas service Dec. 12, 1917–Nov. 24, 1918. Discharged Dec. 11, 1918. Battery Comdr., 52d Arty., C. A. C., at Thierville, Les Sartelle, St. Mihiel and Meuse-Argonne. Two stars.

SHANER, HARRY LINDEN
Entered service Sept., 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Dec., 1919. Officer in chg. Water and Sewers, Camp Greene; Utilities Officer, Camp Gordon.

SHANKLAND, RALPH GRAHAM
1st Lt., Engrs., U. S. A., A. E. F.*

SHAW, ARTHUR LASELL
Entered service May 14, 1917; Capt., E. O. R. C., June 11, 1917. Overseas service July 14, 1918–June 13, 1919. Discharged July 8, 1919. Bn. Adj., Co. Comdr., and Regtl. Adj., 301st Engrs. as Div. Engrs. and Corps Engrs., 4th Army Corps, St. Mihiel offensive, Toul Sector and Army of Occupation. Two stars.

SHAW, ARTHUR MONROE
Entered service July 20, 1917; Maj., E. O. R. C., June 19, 1917. Discharged June 3, 1919. Const. Q. M., Camp Beauregard, Camp Jessup, and Camp Normoyle; Asst. to Chf. of Constr. Div., Washington, D. C.

SHAW, FRANKLIN DICKINSON
Entered service Sept. 24, 1917, as Capt., Engrs., N. A.; Maj., Q. M. C., Constr. Div., U. S. A., Apr. 28, 1919. Asst. Supervisor, Supervisor and Sec. Chf. on bldg. projects for Ord. Dept.

SHEA, WILLIAM EDWARD
Entered service Nov. 7, 1918. Discharged Nov. 21, 1918. E. O. T. S. Camp Humphreys.

SHEARER, DAVID McDOUGALD
Entered service May 14, 1917; Capt., E. O. R. C., July 16, 1917. Overseas service, Sept. 1, 1918–Sept. 5, 1919. Instr. 2d and 3d Engr. Officers Training Camps; Regtl. Supply Officer, 604th Engrs.; Asst. G-1, 1st Div., A. E. F.; Meuse-Argonne offensive. One star.

SHEIBLEY, EDWARD GWYN
Entered service May 1, 1917; 1st Lt., E. O. R. C., Feb., 1917. Discharged June 29, 1917.

SHELEY, HORACE WEST
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 27, 1917. Overseas service Oct. 26, 1918–July 16, 1919. Discharged July 29, 1919. Engr. Observer in aerial mapping; training troops, Camp Humphreys; Co. Comdr., 548th Engrs; with 20th Engrs. in Advance Sec., A. E. F.; Dist. Road Engr., S. O. S., A. E. F. One star.

SHEPARD, GEORGE MILSON
Entered service May 9, 1917; Capt., E. O. R. C., May 26, 1917. Service in Hawaiian Territory Feb., 1918–Sept., 1918. Discharged Jan. 10, 1919. Engr. Instr., Inf. Officers Training School, Ft. Snelling; Co. Comdr., 3d Engrs., Hawaii; Bn. Comdr., 606th Engrs., Camp Humphreys.

SHEPPARD, NORMAN KIRKWOOD
Entered service Sept. 4, 1917, as Pvt., Engrs., N. A.; through all grades to Capt., Engrs., U. S. A. Service in Philippine Islands Jan. 6, 1919–Feb. 25, 1920. Discharged Feb. 25, 1920. With 313th Engrs.; Co. duty and in chg. constr. work.

SHERIDAN, LAWRENCE VINNEDGE
Entered service Jan. 5, 1918, as Pvt., 1st Class, F. A., N. A.; Sgt., F. A., N. A., Apr. 22, 1918; 2d Lt., F. A., N. A., July 10, 1918. Overseas service May 23, 1918–Jan. 22, 1919. Discharged Jan. 28, 1919. With 324th Heavy Arty.; Saumur Arty. School and Anti-Aircraft School, Angers, France.

SHERMAN, EDWARD CLAYTON
Entered service Sept. 11, 1918, as Lt. Comdr., C. E. C., U. S. N. R. F.; Comdr., C. E. C., U. S. N. R. F., June 26, 1919. Project Mgr. Bureau of Yards and Docks, Navy Dept., Washington, D. C. Officier de l'Academie. One star.

SHERRON, GEORGE AUSTIN
Entered service Sept. 2, 1917, as Capt., E. O. R. C. Resigned Dec. 16, 1917. With 115th Engrs.

SHIBLEY, KENNETH
Entered service Oct. 22, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 10, 1918. With 403d Engrs.

SIBERT, WILLIAM LUTHER
Entered service 1880; Maj. Gen., U. S. A., June, 1917. Overseas service June, 1917–Jan., 1918. Now on retired list. C. O., 1st Div.; Director, C. W. S. Distinguished Service Medal; Commandeur, Legion d'Honneur. One star.

SILSBEE, JAMES ALFRED
Entered service Jan., 1918, as 1st Lt., Ord. R. C.; 1st Lt., C. W. S., N. A., July, 1918. Discharged July 8, 1920. Constr. and operation poison gas plant, Englewood Arsenal; Co. Comdr., 2d Bn.; C. O., Charleston Plant, Edgewood Arsenal.

SILVERNAIL, ALFRED KIMBERLY
Entered service Dec. 6, 1917, as Pvt., Medical C., N. A.; 1st Lt., Q. M. C., Constr. Div., N. A., Mar. 23, 1918; Capt., Q. M. C., Constr. Div., U. S. A., Aug. 24, 1918. Discharged Aug. 20, 1919. In chg. constr. work at Edgewood Arsenal, Springfield, Mass., Armory, Frankfort Arsenal, and Rock Island Arsenal.

SJOVALL, ARVID HENRY
Entered service Feb. 13, 1918, as Capt., Q. M. C., Constr. Div., N. A. Officer in chg. Water Supply and Sewers at Camps Devens, Custer and Grant; Utilities Officer, Camp Devens.

SKELLY, JAMES WILLIAM
Entered service May 8, 1917; Capt., E. O R. C., Feb. 11, 1917; Maj., Engrs., U. S. A., Mar. 13, 1919. Overseas service July 28, 1917–Apr. 27, 1919. Discharged May 31, 1919. With 12th Engrs. as Regtl. Supply Officer; Office, Chf. Engr., 3d Army. Military Cross, Great Britain, for work in Somme defensive. Five stars.

SKINNER, JOHN FRANKLIN
Entered service Sept. 16, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Apr. 15, 1919. Supervisor of Utilities in army camps and cantonments in dist. north of North Carolina and east of Mississippi River; member, bd. to advise and report on water supply and other utilities in Western Dept. and Hawaii.

SKINNER, THEODORE HOBART
Entered service June 2, 1917; Capt., E. O. R. C., Feb. 7, 1917. Released from active service Mar. 8, 1918. Field Engr. in Camp Dix survey; Const. Q. M., Camp Dix; Asst. to Officer in Chg. Cantonment Div.

SLEIGHT, REUBEN BENJAMIN
Entered service May 8, 1917; 2d Lt., Aviation Sec., Sig. R. C., Jan. 16, 1918; 1st Lt., A. S. A., U. S. A., Sept. 25, 1918. Released from active service Aug. 19, 1919. Production statistics, organization and tonnage estimates for Air Service material; Chf. of Tonnage Sec., Bureau of Aircraft Production.

SLOAN, WILLIAM GLENN
1st Lt., Engrs., U. S. A., A. E. F.*

SLOAN, WILLIAM GRIFFITH
Entered service Feb. 18, 1918, as Maj. Q. M. C., Constr. Div., N. A.; Maj., Engrs., U. S. A., Aug., 1918. Overseas service Aug. 1918–Jan. 1919. Discharged Jan. 10, 1919. Supervising Const. Q. M., N. E. Sec. of U. S.; Bn. Comdr., 22d Engrs., in constr. and maintenance of light rys. on St. Mihiel and Meuse-Argonne fronts.

SLOCUM, CURLYS LYON
Capt., Ord., U. S. A.*

SMALL, JAMES HAMPDEN, JR.
Entered service Apr. 11, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged May 6, 1919. In chg. Richmond Bag Loading Plant, Seven Pines, Va.

SMALLMAN, RALPH ALCORN
Entered service May 14, 1917; 1st Lt., E. O. R. C., July 5, 1917; Capt., Engr. R. C., Dec. 1, 1917. Overseas service Feb. 27, 1918–May 23, 1919. Discharged June 18, 1919. Co. Comdr., 25th Engrs., gen. constr. work in Base Secs. No. 2 and No. 7, A. E. F., and in road work, 1st Army; Meuse-Argonne offensive; constr., Camp Pontenazen. One star.

SMEAD, RAPHAEL CHART †
Maj., Engrs., U. S. A.*

SMILLIE, RALPH
Entered service Aug. 15, 1917, as Ensign, N. N. V.; Lt., Jr. Grade, U. S. N. R. F., Sept. 21, 1918. Released from active service June 21, 1919. Navigating Officer, U. S. S. *Massachusetts* and Navigator, U. S. S. *Bushnell*.

SMITH, ALBERT
Entered service May 14, 1917; Capt., Engrs., N. A., July 19, 1917; Maj., Engrs., N. A., Aug. 15, 1917; Lt. Col., Engrs., U. S. A., Aug. 20, 1918. Discharged Apr. 22, 1919. Bn. Comdr., 309th Engrs.; Staff School, War College; 2d in command, 215th Engrs., Camp Logan.

SMITH, ALEXANDER CRAWFORD, JR.
Entered service Sept. 17, 1917; 1st Lt., Engrs., N. A., Feb. 12, 1918. Overseas service Mar. 29, 1918–June 6, 1919. Discharged June 11, 1919. With Truck Co. 10, 23d Engrs. Four stars.

SMITH, CHARLES EDWARD
Entered service Apr. 24, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged Feb. 13, 1919. Asst. to Executive Officer, Eng. Div., Constr. Div.; visited and reported on proposed

† Died Nov. 28, 1919.

cantonment sites; Sec. Engr. and Asst. to Chf. of Sec. A, Bldg. Div., Washington, D. C.; Acting Officer in Chg. Sec. A.

SMITH, CHESTER ALEXANDER
Entered service Apr. 2, 1918, as Capt., San. C., N. A. Discharged Dec. 18, 1918. C. O., San. Detachment, Camp Joseph E. Johnston; Camp San. Engr., Camp McClellan.

SMITH, CHESTER KITCH
Entered service July 7, 1917; 1st Lt., E. O. R. C., June 19, 1917; Capt., Engrs., N. A., May 9, 1918; Maj., Engrs., U. S. A., Oct. 8, 1918. Overseas service Aug. 9, 1917–Feb. 3, 1919. Discharged Feb. 6, 1919. With 18th Engrs. on r. r. and dock constr. in Base Sec. No. 2; Asst. to Chf., R. R. and Dock Sec., Div. of Constr. and Forestry, A. E. F.

SMITH, CLAIRE HOWLAND WALLACE
1st Lt., Engrs., U. S. A., A. E. F.*

SMITH, CLARENCE URLING
Entered service May 11, 1917, as Capt., E. O. R. C. Overseas service Jan. 29, 1918–May 18, 1919. Discharged May 21, 1919. With 107th Engrs.; Engr. Officer in chg. constr. at Langres, France; Supt. of Constr., 64th Brigade Area, 3d Army; Alsace Sector; Aisne-Marne, Oise-Aisne, and Meuse-Argonne offensives. Croix de Guerre. Six stars.

SMITH, CLARKE STULL
Entered service June 20, 1894; Lt. Col., C. of E., U. S. A., May 15, 1917; Col., Engrs., N. A., Aug. 5, 1917. Overseas service Sept. 9, 1918–Apr. 2, 1919. Organized and commanded 311th Engrs.; C. O., 305th Engrs.

SMITH, EARL AUDIE
1st Lt., Engrs., U. S. A.*

SMITH, EDWARD KING
Entered service Aug. 27, 1917; 2d Lt., Sig. C., N. A., Nov. 11, 1917. Overseas service Jan. 13, 1918–Apr. 30, 1919. Discharged May 6, 1919. Sig. C. Photo Laboratory, Paris; Depot Engr. Officer, Sig. C. Replacement Depot, Cour Cheverny, France.

SMITH, EVERETT CLERC, JR.
Entered service May 12, 1918; Capt., Engrs., N. A., June 14, 1918. Overseas service Aug. 16, 1918–Aug. 15, 1919. Discharged Aug. 27, 1919. Operation Gen. Engr. Supply Depot, Gievres, France, with 34th Engrs.

SMITH, FRANCIS MARSHALL
Entered service Aug. 25, 1917; Capt., E. O. R. C.; Maj., Engrs., U. S. A., Oct. 3, 1918. Overseas service, Jan. 31, 1918–Mar. 19, 1919. Discharged Mar. 25, 1919. Attached to British 36th Div. in Belgium; C. O., Camp de Grasse, Tours, France; C. O., 51st Engrs.; Engr. Officer Inter-Allied Commission, Treves, Germany. One wound.

SMITH, GILMAN WALTER
Maj., Q. M. C., U. S. A.*

SMITH, LANDON GARLAND
1st Lt., Engrs., U. S. A., A. E. F.*

SMITH, LAYTON FONTAINE
Entered service Apr. 17, 1917; Lt., Jr. Grade, U. S. N., Jan. 31, 1917; Lt., U. S. N., Dec. 1, 1917. Released from active duty Sept. 23, 1919. Public Works Dept., Charleston Navy Yard; Executive Officer, Receiving Yards, New London, Conn., Naval Base; U. S. S. *Maine;* 1st Watch Officer, U. S. S. *Pretoria,* transport service to Brest.

SMITH, MAXWELL WAIDE
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., Engrs., N. A., July 30, 1918. Overseas service May 28, 1918–Sept. 12, 1918. Discharged Nov. 28, 1919. Co. and Bn. Comdr., 308th Engrs.; Supt. of Military Ry., Camp Humphreys; Asst. Prof., Military Science and Tactics, Univ. of Illinois. Aisne-Marne offensive. One star.

SMITH, MERRITT HAVILAND
Entered service June 30, 1917; Col., F. A. R. C., Mar. 23, 1917. Overseas service June 30, 1918–Jan. 3, 1919. Discharged Feb. 12, 1919. With 104th F. A. to assist in instruction, Plattsburg; Meuse-Argonne offensive.

SMITH, RICHARD BENNETT
Entered service Apr. 25, 1918; Pvt., Sig. C., N. A., May, 1918. Overseas service Sept. 1, 1918–Mar. 7, 1919. Discharged Mar. 29, 1919. Served as observer at adv. meteorological sta. in Meuse-Argonne offensive.

SMITH, ROBERT COLFAX
Entered service Mar. 23, 1918, as Maj., Q. M. C., Constr. Div., N. A. Discharged June 14, 1919. Const. Q. M., Interior Storage Depot, Schenectady, N. Y.; Asst. to Const. Q. M., Chicago Warehouses.

SMITH, SCHUYLER MORTON
Entered service May 20, 1917; 1st Lt., E. O. R. C., May 28, 1917; Capt., Engrs., U. S. A., Nov. 3, 1918. Overseas service July 28, 1917–Feb. 5, 1919. Discharged Feb. 7, 1919. With 12th Engrs.; Office, Chf. Engr., G. H. Q., A. E. F. Three stars.

SMITH, SHALER GORDON
Entered service Aug. 17, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 24, 1918. Asst. Personnel Adj., 8th Engr. Training Regt.; with 5th Engr. Training Regt.

SMITH, WILLIAM ERNEST
Entered service Sept. 21, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 10, 1918. E. O. T. S., Camp Humphreys.

SMITH, WILLIAM WOOD
Capt., Engrs., U. S. A., A. E. F.*

SMOOT, LLOYD DUVALL
Capt., Q. M. C., U. S. A.*

SNODGRASS, WILLIAM TYLER
Entered service Jan. 31, 1918, as Pvt., Engrs., N. A.; M. E., Sr. Grade, Engrs., U. S. A., Mar., 1919. Overseas service July 1, 1918–July 5, 1919. Discharged July 18, 1919. With 28th Engrs., quarry and road work, 1st Army. One star.

SNOOK, THOMAS EDWARD, JR.
Entered service May 8, 1917; 2d Lt., E. O. R. C., Mar. 15, 1917; 1st Lt., E. O. R. C., Aug. 15, 1917; Capt., Engr. R. C., May 18, 1918. Overseas service July 30, 1918–June 15, 1919. Discharged July 3, 1919. Co. Comdr. and Bn. Adj., 306th Engrs.; St. Die Sector and Meuse-Argonne offensive. One star.

SNYDER, FREDERIC ANTES
Col., Engrs., U. S. A., A. E. F.*

SNYDER, GEORGE DUNCAN
Entered service July 15, 1917, as Capt., Engrs., N. A.; Maj., Engrs., U. S. A., Feb. 19, 1919. (Capt., 22d N. Y. Engrs. at time of Federalization.) Overseas service May 17, 1918–Mar. 11, 1919. Discharged Apr. 3, 1919. With 102d Engrs.; on War Damages Bd., American Peace Commission, France and Italy.

SNYDER, HUBERT EARL
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., June 19, 1917; Capt., Engr. R. C., Dec. 26, 1917. Discharged Mar. 1, 1919. With 20th Engrs., Camp American Univ.; Purchasing Div., Gen. Engr. Depot, Washington, D. C.

SOEST, HUGO CONRAD
Entered service May 8, 1917; 1st Lt., E. O. R. C., Jan. 26, 1917. Overseas service Oct. 31, 1917–Mar. 17, 1919. Discharged Mar. 20, 1919. With 25th Engrs.; office, Chf. Engr., 3d Army; Inter-Allied Ry. Comm.; Office, Chf. Engr., G. H. Q., A. E. F.; Meuse-Argonne offensive. One star.

SOLOMON, GABRIEL ROBERTS
Entered service Feb. 20, 1918; Maj., Engrs., N. A., Feb. 16, 1918; Lt. Col., Q. M. C., Constr. Div., U. S. A., Apr. 30, 1919; Col., U. S. A. (unattached), July 3, 1919. Discharged Feb. 4, 1920. Representative, U. S. Smokeless Powder Plant, No. 2, Nitro, W. Va.; Executive Asst., Eng. Div.; Asst. Sec. Chf., Sec. B, Bldg. Div.; Officer in Chg., Eng. Div.; all duties with Constr. Div.

SOMMER, ISADOR MENDELSOHN
Entered service Dec. 15, 1917, as Pvt., Q. M. C., N. A.; Sgt., Q. M. C., N. A., Apr., 1918; 1st Sgt., Q. M. C., N. A., July, 1918. Overseas service Sept. 6, 1918–June 8, 1919. Discharged July 30, 1919. Asst. in charge utilities, Camp Joseph E. Johnston.

SOPER, GEORGE ALBERT
Entered service Jan. 18, 1918, as Maj., San. C., U. S. A. Discharged Sept. 20, 1919. Epidemiologist, Oglethorpe group of camps, Chickamauga Park, Ga., and in Div. of Sanitation, Surgeon General's Office.

SOURWINE, JAMES ARTHUR
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 18, 1917. Overseas service Apr. 29, 1918–Sept. 15, 1919. Discharged Oct. 18, 1919. With 310th Engrs. Camp Custer; Adj. and Supply Officer, Prov. Bn., 16th Engrs.; with 510th Engrs.; Engr. School, Langres, France; with 2d Engrs. in St. Mihiel drive; with Highway Sec., War Damages Bd.; special duty with "Ecole des Ponts et Chaussees". Wounded Sept. 13, 1918, in St. Mihiel drive.

SPEAR, PHILIP HICHBORN
Entered service May 8, 1917, as 1st Lt., E. O. R. C.; Capt., E. O. R. C., Aug. 15, 1917. Overseas service Sept. 24, 1918–Aug. 15, 1919. Discharged Aug. 30, 1919. With 301st Engrs. at Camp Devens; Asst. Depot Engr., New York City; in Personnel Div., Office, Chf. of Engrs.; with various engr. depots in France.

SPEAR, WALTER EVANS
Entered service Oct. 26, 1917, as Maj. Q. M. C., N. A. Discharged Aug. 5, 1919. Utilities Officer and Const. Q. M., Camp Upton.

SPENCER, CHARLES BURR
1st. Lt., Ord., U. S. A., A. E. F.*

SPENCER, HERBERT
Entered service Oct. 25, 1917; Capt., Engrs., N. A., Feb. 11, 1918. Overseas service Mar. 30, 1918–June 10, 1919. Discharged June 11, 1919. Co. Comdr., 23d Engrs.; Camp Engr., Camp Coetquidon, A. E. F.; Asst. Corps Roads Officer, 1st Army; in charge road maintenance after armistice in Toul Area. Two stars.

SPERRY, LOUIS NEWTON
Entered service May 8, 1917; 1st Lt., E. O. R. C., Feb. 19, 1917. Overseas service Dec. 11, 1917–Mar. 11, 1919. Discharged Apr. 3, 1919. With 80th Div. and 2d, 6th and 102d Engrs.; Instr., 1st Corps School, A. E. F.

SPRAGUE, HUGH MAX
Entered service Dec. 26, 1917; 1st Lt., Engrs., N. A., Oct. 4, 1917; Capt. Engrs., U. S. A., Oct., 1918; Maj., Army Service Corps, Jan., 1919. Overseas service Mar., 1918–May, 1919. Discharged May 10, 1919. With Army Service Corps at Paris and Neufchateau, France.

STAFFORD, FREDERICK DIAL
Entered service Sept. 3, 1917; Capt., Engrs., N. A., Sept. 27, 1917. Overseas service May 26, 1918–Mar. 1, 1919. Discharged Sept. 4, 1919. Co. Comdr., 105th Engrs.; Engr. Purchasing Office, Paris; Office, Chf. of Engrs., Washington, D. C. Four stars.

STALLINGS, JOHN ROBERT
Sgt., F. A., U. S. A.*

STANFORD, HOMER REED
Entered service May 20, 1898; through all grades in C. E. C., U. S. N., to Capt. at declaration of war. In chg. of all Naval Public Works operations in 1st Naval Dist.

STANLEY, LLOYD LAWRENCE
Entered service Dec. 28, 1917; Lt., Engrs., N. A., Oct. 6, 1917. Discharged Oct. 31, 1919. With 2d Engr. Replacement Regt., Camp Humphreys; in chg. purchase floating equipment for U. S. A. overseas and for rail accessories for War Dept.

STANLEY, WILLIAM EDWARD
Entered service May 14, 1917; 1st Lt. E. O. R. C., June 23, 1917; Capt., Engrs., U. S. A., Apr. 7, 1919. Overseas service Dec. 11, 1917–July 29, 1919. Discharged Aug. 18, 1919. With 101st Engrs.; attached as observer to 7th French Army; student and Instructor, 2d Corps School, A. E. F.; student, Engr. School, Langres, France; with 101st Engrs. during Meuse-Argonne offensive. One star.

STANTON, CHARLES BEECHER
Entered service May 8, 1917; Capt., E. O. R. C., Feb. 16, 1917; Maj., Engrs., N. A., Feb. 13, 1918. Overseas service July 9, 1917–July 17, 1919. Discharged Aug. 5, 1919. With 15th Engrs. as Co. and Bn. Comdr.; Asst. Director, College of Eng., A. E. F. Univ., Beaune, France.

STANTON, WILBOR DICKENS
Capt., Engrs., U. S. A.*

STANTON, WILLIAM LEWIS
Entered service July 13, 1917, as Pvt., Inf., N. A.; 2d Lt., Engrs., N. A., Apr. 1, 1918. Overseas service July 9, 1918–Apr. 22, 1919. Discharged May 7, 1919. With 304th Engrs. in Meuse-Argonne offensive.

STARR, FRANK CHARLES
Entered service Feb. 21, 1918, as Capt., Q. M. C., N. A.; Maj., Q. M. C., Constr. Div., U. S. A., July 23, 1919. Const. Q. M., Gen. Hosp. No. 76 and Field Museum Hosp., Chicago; Superv. Const. Q. M., Hosps. and Warehouses, Constr. Div., Washington, D. C.

STARRETT, WILLIAM AIKEN
Entered service May 2, 1917, as Capt., E. O. R. C.; Maj., E. O. R. C., June 13, 1917; Col., Q. M. C., N. A., Mar. 18, 1918. Discharged Mar. 22, 1919. Chairman, Emergency Constr. Comm., War Industries Bd.; Cont. Officer, War Industries Bd., Food Administration and Ordnance Bldgs., War Trade Bd. bldgs.; special investigation of war constr. work for Asst. Secy. of War.

STAYTON, EDWARD MOSES
Entered service Aug. 5, 1917, as Maj., Engrs., N. A.; Lt. Col., Engrs., U. S. A., Sept. 27. 1918. Overseas service May 2, 1918–Apr. 19, 1919. Discharged May 3, 1919. With 110th Engrs. Three stars.

STEARNS, FRED LEROY
Entered service July 15 1917, as 2d Lt., Inf., N. A.; 2d Lt., Engrs., N. A., May, 1918; 1st Lt., Engrs., U. S. A., Sept. 16, 1918. Overseas service May 17, 1918–Feb. 28, 1919. Discharged Apr. 5, 1919. With 107th Inf. and 102d Engrs., 27th Div.

STEARNS, RALPH HAMILTON
Entered service May 4, 1918, as Lt., Jr. Grade, C. E. C., U. S. N. R. F.; Lt., C. E. C., U. S. N. R. F., Feb. 11, 1919. Released from active service July 21, 1919. In Bureau of Yards and Docks, Washington, D. C.; at U. S. Naval Ord. Plant, Charleston, W. Va.

STEEP, JAMES BIGELOW
Entered service Jan. 5, 1918; Capt., Engrs., N. A., Sept. 17, 1917. Discharged June 30, 1919. Supervisor of production, machinery and eng. materials branch, Purchase, Storage and Traffic Div.

STEESE, JAMES GORDON
Col., General Staff, Engrs., U. S. A.*

STEEVES, CLARENCE McNAUGHTON
Entered service Dec. 17, 1915, as Lt., Inf., Canadian Army; Capt., Canadian Engrs., May 24, 1918. Overseas service June 26, 1916–Mar. 27, 1919. Discharged Aug. 11, 1919. With 115th Bn., Canadian Inf.; Adj., 9th Bn., Canadian Engrs.; Works Officer.

STEINBERG, MAX
1st Lt., C. A. C., U. S. A.*

STEINHAUSER, HARRY HERMAN
Entered service Feb. 20, 1918, as Pvt., 1st Class, Aviation Sec., Sig. C., N. A.; 2d Lt., A. S., N. A., June 12, 1918. Discharged Dec. 12, 1918. Post Maintenance Officer and Engr. Officer in chg. flying field and hangars, Post Field, Ft. Sill; Engr. Officer, 346th Aero Squadron.

STELLHORN, ADOLF
Maj., Engrs., U. S. A., A. E. F.*

STEM, CLIFFORD HOEY
Entered service May 7, 1917; 2d Lt., E. O. R. C., June 21, 1917; 1st Lt., Engrs., N. A., June 3, 1918. Overseas service Dec. 14, 1917–May 6, 1918. Discharged Dec. 6, 1918. With 312th, 101st and 2d Engrs. in U. S. and overseas; detached from A. E. F. to train troops for sapper duty at Camps Lee and Humphreys; 2d Corps Schools, A. E. F.; Asst. Instr., E. O. T. S., Camp Humphreys.

STEPHENS, UEL
Entered service Aug. 24, 1917; 2d Lt., Inf., N. A., Oct. 4, 1917; 1st Lt., Inf., N. A., May 20, 1918; Capt., Inf., U. S. A. Oct. 4, 1918. Discharged Mar. 31, 1919. Guard duty on Mexican border and intensive training in Div. camp.

STERN, EUGENE WASHINGTON
Entered service May 8, 1917; Maj., E. O. R. C., Jan. 26, 1917. Overseas service Oct. 27, 1917–Jan. 1, 1919. Discharged Jan. 16, 1919. On staff duty with Chf. of Engrs., Washington, D. C.; road instruction with French 13th Army; Chf. Road Officer, Base Sec. No. 2, A. E. F.

STEVENSON, MARKLEY
Entered service July 24, 1918, as C. Q. M., U. S. N. R. F.; Ensign, U. S. N. R. F., Nov. 15, 1918. Released from active service Jan. 20, 1919. Office, Chf. of Naval Operations, Aviation Div., Washington, D. C.

STEWART, BENJAMIN FRANKLIN, JR.
Entered service Oct. 17, 1918, as 1st Lt., Engrs., U. S. A. Discharged Jan. 3, 1919. Ft. Douglas and E. O. T. S., Camp Humphreys.

STEWART, JOHN
Entered service May 8, 1917; Capt., E. O. R. C., May 16, 1917; Maj., E. O. R. C., Oct. 30, 1917; Lt. Col., Engrs., U. S. A., Aug. 29, 1918. Discharged Oct. 31, 1919. Special duty with Div. Engr., Central Div.; Asst. to Executive Officer and Engr., Inland Waterways Comm., U. S. R. R. Administration; 2d in command 216th and 323d Engrs.; Student Staff School, War Plans Div., Gen. Staff; Asst. to Chf. of Engrs. in transportation matters; special duty, river and harbor work.

STEWART, JOHN TRUESDALE
Entered service May 8, 1917; Maj., E. O. R. C., Apr. 18, 1917; Lt. Col., Engrs., U. S. A., Oct. 18, 1918. Discharged Nov. 13, 1919. Asst. to officer in chg. Equipment Sec., Office, Chf. of Engrs., Washington, D. C.; served on various boards for determining relative qualifications of reserve officers; member, Cont. Review Bd. and Claims Bd., Office, Chf. of Engrs., Washington, D. C., and various other boards.

STEWART, SPENCER JAMES
Capt., Q. M. C., U. S. A.*

STICKLE, HORTON WHITEFIELD
Entered service June 15, 1895; through all grades to Lt. Col., C. of E., U. S. A., at time of retirement Jan. 11, 1916. Recalled to active service as Lt. Col., C. of E., U. S. A., May 21, 1917; Col., Engrs., U. S. A., Aug. 15, 1918. Returned to inactive list Aug. 8, 1919. Engr. Officer, Wheeling, W. Va., and Pittsburgh Dists.; with 216th and 323d Engrs.

STIDHAM, HARRISON
Entered service Oct. 23, 1918, as Cap., Q. M. C., Constr. Div., U. S. A. Discharged Dec. 31, 1918.

STILES, ARTHUR ALVORD
Entered service Apr. 18, 1917, as Maj., E. O. R. C. Resigned Feb. 26, 1918. State reclamation work in Texas.

STILLWELL, HOWARD LOGAN
Entered service Apr. 2, 1918, as Pvt., Depot Brig.; 2d Lt., Q. M. C., Constr. Div., N. A., July 26, 1918; 1st Lt., Q. M. C., Constr. Div., U. S. A., Sept. 11 1918. Discharged Apr. 2, 1919. Asst. to Utility Officer, Camp Gordon, in chg. Water Supply Sec., and later Bldg. and Repair Sec.

STILSON, CHARLES EDWARD
Entered service June 14, 1918, as Ensign, C. E. C., U. S. N. R. F.; Lt., Jr. Grade, C. E. C., U. S. N. R. F., Apr. 1, 1919. Released from active service Nov. 30, 1919. In chg. constr., 3d Naval Dist.

STINEMAN, NORMAN MERRITT
Entered service Sept. 2, 1917, as Capt., Engrs., N. A. Overseas service May 10, 1918–July 13, 1919. Discharged July 29, 1919. With 33d Engrs.; in chg. car repair yard, Nevers, France.

STIVERS, ARTHUR DUCAT
Entered service Apr. 21, 1917; Capt., Inf., N. A., Aug. 15, 1917; Maj., Inf., U. S. A., Feb. 24, 1919. Overseas service Dec. 20, 1917–June 20, 1919. Discharged July 24, 1919. Asst. Chf. of Staff, 40th Div.; Observer and Liaison Officer with 6th British Div.; duty with 26th Inf., 2d Brig., H. Q., and Div. H. Q., 1st Div., A. E. F.; Gen. Staff, 6th Army Corps, A. E. F.; Asst. Chf. of Staff, 4th Army Corps, A. E. F. Regtl. and Corps citations. Five stars. One wound.

STOCKER, LESLIE WRIGHTSON
Entered service Oct. 23, 1918, as 1st Lt., Engrs., U. S. A. Discharged Feb. 4, 1919. With 403d Engrs.

STOREY, FRANKLIN STEVENS
Entered service May 15, 1917; 1st Lt., Engrs., N. A., Aug. 15, 1917; Capt., Engrs., U. S. A., Oct. 25, 1919. Overseas service Sept. 14, 1917–June 18, 1919. Discharged June 18, 1919. With Sec. Engr., Advance Sec., A. E. F., constr. hosps., camps, etc.

STOWE, HENRY DANIELS
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 10, 1917. Overseas service Jan. 3, 1918–May 26, 1919. Discharged June 26, 1919. With T. C.; 17th Engrs. at Brest and St. Nazaire, 116th Engrs. at Angers, and 307th Engrs. in Meuse-Argonne offensive. One star.

STRACHAN, JOSEPH JOSLIN
Entered service June 26, 1917, as Lt., Jr. Grade, C. E. C., U. S. N. R. F.; Lt., C. E. C., U. S. N. R. F., Oct. 15, 1917. Released from active service Oct. 21, 1919. Duty at Naval Academy; Acting Public Works Officer, Boston Navy Yard; Sr. Asst. to Public Works. Aide on staff of Commandant, 1st Naval Dist.

STRACHAN, NORMAN FRASER
Pvt., Engrs., U. S. A.*

STRECKER, ROBERT AUGUST
Entered service May 10, 1917; Capt., Engrs., N. A., Aug. 10, 1917; Maj., Engrs., N. A., Aug. 1, 1918. Overseas service Sept. 6 1918–July 26, 1919. Discharged Aug. 7, 1919. Co. and Bn. Comdr., 309th Engrs.; C. O., U. S. Troops at Savenay, France.

STREET, JOHN ZADOK
Entered service Sept. 19, 1917, as Pvt., Engrs., N. A.; M. E., Sr. Grade, Engrs., U. S. A. Overseas service Feb. 27, 1918–Mar. 12, 1919. Discharged Mar. 22, 1919. With 308th Engrs.; with 26th Engrs. in 2d Army; Asst. to Engr. in chg. constr., Langres, France.

STREHAN, GEORGE ERNEST
Entered service Aug. 25, 1917; 2d Lt., F. A., N. A., Dec. 15, 1917; 1st Lt., F. A., U. S. A., Sept. 5, 1918. Overseas service June 16, 1918–Feb. 22, 1919. Discharged Mar. 2, 1919. With 351st F. A. as Orientation Officer and Battery Comdr.

STRICKLER, GRATZ BROWN
Entered service July, 1917, as Maj., E. O. R. C.; Lt. Col., Q. M. C., Constr. Div., U. S. A., Sept., 1918. Discharged Feb., 1919. Const. Q. M., Camp Hancock and Baltimore Depot Warehouses.

STRICKLER, THOMAS JOHNSON
Entered service Sept. 25, 1917; Capt., Engrs., N. A., Sept. 7, 1917; Maj., T. C., U. S. A., Oct. 12, 1918. Overseas service Jan. 7, 1918–June 8, 1919. With 114th and 116th Engrs.; C. O., R. T. C. Schools, and C. O., Camp de Grasse, Tours, France.

STRINGFELLOW, HORACE
Entered service Aug. 9, 1918, as Capt., Engrs., N. A. Discharged Dec. 12, 1918. E. O. T. S., Camp Humphreys; with 150th Engrs.

STRONACH, ROBERT SUMMERS
Lt., Canadian Engrs., B. E. F.*

STUART, EDWARD
Entered service Aug. 15, 1918, as Capt., San. C., U. S. A.; Maj., San. C., U. S. A., Feb. 17, 1919. Overseas service Sept. 15, 1918–May 6, 1919. Discharged May 10, 1919. Special duty at Salonika front as San. Adviser to Serbian Army and Govt. Commander, Order of St. Sava, Serbia.

STUPP, JOHN GEORGE
Entered service Sept. 1, 1917; 1st Lt., Ord. C., N. A., Nov. 27, 1917; 1st Lt., C. W. S., N. A., July 1, 1918. Discharged Dec. 27, 1918. Edgewood Arsenal, as Asst. in chg. design of bldgs. for poison gas plant and shell filling plant.

STURTEVANT, CARLETON WILLIAM
Entered service May 8 1917; Maj., E. O. R. C, Feb. 23, 1917; Lt. Col., E. O. R. C., July 6, 1917; Col., Engrs., U. S. A., Nov. 13, 1918. Overseas service July 9, 1917–Apr. 27, 1919. Discharged May 7, 1919. With 15th Engrs. as Bn. Comdr., 2d in command. and C. O. Diploma from Gen. Pershing for meritorious service.

SULLIVAN, JOHN FRANCIS
Entered service Mar. 3, 1918; Capt., E. O. R. C., June 13, 1917; Maj., Q. M. C., Constr. Div., U. S. A., Aug. 24, 1918. Discharged July 20, 1920. Asst. to Director of Constr., U. S. Explosive Plant *C*, Nitro, W. Va.; in chg. constr., Nitrate Plant No. 2, Muscle Shoals, Ala.

SUMMERS, RICHARD ELVIN JEWELL
Entered service May 25, 1917; 1st Lt., E. O. R. C., June 7, 1917; Capt., Engrs., N. A., July 30, 1918. Overseas service July 9, 1917–Sept. 9, 1918. Discharged Mar. 29, 1919. With 15th Engrs., constr. work at Gievres Intermediate Storage Depot, France, and elsewhere.

SUTER, RUSSELL
Entered service May 16, 1917; Capt., E. O. R. C., June 11, 1917. Overseas service Nov. 26, 1917–July 4, 1919. Discharged July 14, 1919. With 114th Engrs.; Water Supply Sec., H. Q. Div. of Constr. and Forestry, S. O. S., A. E. F.; with Sec. Engr., Intermediate Sec. East, A. E. F.

SUTTON, FRANK
Entered service June 18, 1917; Maj., E. O. R. C., Jan. 23, 1917. Overseas service Aug. 14, 1918–Apr. 2, 1919. Discharged Apr. 7, 1919. Bn. Comdr., 25th Engrs., Camp Devens; organized 29th Engrs., Camp Devens; organized 2d Bn., 604th Engrs., Washington Barracks; Map Sec., Office, Chf. Engr., A. E. F.

SWAREN, JOHN WILLIAM
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., Engrs., N. A., July 30, 1918. Overseas service May, 1918–Sept. 12, 1918. Discharged May 7, 1919. Instr. E. O. T. S.; Supply Officer, 318th Engrs.

SWARTZ, FREDERICK PETER
Entered service Aug. 26, 1918, as Capt., Engrs., U. S. A. Discharged Jan. 1, 1919. Co. Comdr., 70th Engrs.

SWARTZ, LEON
Entered service June 2, 1917, as M. E., Jr. Grade, C. of E., U. S. A.; M. E., Sr. Grade C. of E., U. S. A., Mar. 1, 1918; 2d Lt., Engrs., U. S. A., Oct. 20, 1918; 1st Lt., Engrs., U. S. A., Apr. 9, 1919. Overseas service July 9, 1917–Apr. 27, 1919. Discharged May 12, 1919. With 15th Engrs., principally ry. constr.

SWEENEY, HARRY CLINTON
Entered service June 29, 1917; Capt., Q. M. C., N. A., May 14, 1917; Maj., Q. M. C., Constr. Div., U. S. A., Oct. 19, 1918. Discharged Mar. 12, 1920. Asst. to Const. Q. M., Camp Devens; Const. Q. M., War Telephone and Telegraph Bldgs. for War and Navy Depts., Washington, D. C., and at Camp Meade, Camp Doniphan and Ft. Wood; Supervising Const. Q. M. for Panama Canal Zone, Philippines and Mexican Border projects, Washington, D. C.

SWEETSER, CHARLES HERBERT
Entered service Jan. 17, 1918; Capt., Engrs., N. A., Jan. 3, 1918. Overseas service May 22, 1918–June 29, 1919. Discharged July 3, 1919. Co. Comdr., 41st and 43d Engrs.; on various forestry projects in A. E. F.; Wood Supply Officer, Liffol-le-Grand, France; Supt. Roads, Base Sec. No. 1, A. E. F.

SWEETSER, ERNEST OSGOOD
Entered service Sept. 20, 1917; Capt., Engrs., N. A., Aug. 21, 1917. Overseas service Jan. 27, 1918–Feb. 23, 1919. With 104th Engrs. at Camp McClellan; with 116th Engrs. in A. E. F. as Classification and Replacement Officer.

SWETT, EVERETT HAROLD
Entered service July 31, 1918; Capt., Engr. R. C., Jan. 28, 1918. Discharged Dec. 18, 1918. Training camp at Camp Humphreys; with various training regts. as Co. Comdr., Personnel Officer, Exchange Officer, Camp Humphreys.

SYKES, GEORGE†
Maj., Engrs., U. S. A., A. E. F.*

SYMONDS, GEORGE ROSCOE BLAINE
Entered service Feb. 11, 1918; Capt., E. O. R. C., June 13, 1917. Overseas service Sept. 30, 1918–June 18, 1919. Discharged Aug. 5, 1919. Co. Comdr., Bn. Adj., and Regtl. Adj., 605th Engrs.

TAINTER, FRANK STONE
Entered service Sept. 4, 1917; Maj., Engrs., N. A., Oct., 1917; Lt. Col., Engrs., U. S. A., Aug. 16, 1919. Overseas service Oct. 1, 1917–Nov. 30, 1917. Released from active service Sept. 11, 1919. In office Adj. Gen. of the Army.

TALBOTT, KENNETH HAMMET
Entered service Apr. 18, 1918, as 1st Lt., Q. M. C., Constr. Div., N. A.; Capt., Q. M. C., Constr. Div., U. S. A., Aug. 24, 1918. Discharged Jan. 17, 1919. Asst. to Const. Q. M., Army Reserve Depot, New Cumberland, Pa.

TANDROW, WALTER STEPHEN
Entered service Oct. 11, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 24, 1918. With 55th Engrs.

TATE, ROBERT L'HOMMEDIEU
Entered service May 5, 1917; 1st Lt., E. O. R. C., Apr. 16, 1917; Capt., Engr. R. C., July 12, 1918. Overseas service May 8, 1918–June 19, 1919. Discharged June 26, 1919. Co. Comdr., Bn. Adj., and Regtl. Personnel Adj., 303d Engrs; St. Mihiel and Meuse-Argonne offensives. Two stars.

TAUSSIG, JOHN WRIGHT
Entered service Oct. 15, 1918, as Pvt., Engrs., U. S. A. Discharged Nov. 27, 1918. E. O. T. S., Camp Humphreys.

TAY, SAMUEL WRIGHT
Entered service Apr. 7, 1917; Lt., N. N. V., Oct. 12, 1916. Overseas service June, 1917–Jan., 1919. Released from active service Apr. 15, 1919. U. S. S. *St. Louis* and U. S. S. *Wenonah,* escort duty on Atlantic Ocean and Mediterranean Sea.

TAYLOR, ARTHUR
Entered service June 13, 1917; 1st Lt., Engrs., N. A., Mar. 5, 1918; Capt., Engrs., U. S. A., Sept. 5, 1918. Overseas service Mar. 28, 1918–Sept. 17, 1918. Discharged Nov. 29, 1918. With 23d Engrs. in road work in A. E. F.; returned to U. S. to train and command sapper troops.

TAYLOR, EDWIN ALEXANDER
Entered service June 28, 1917, as Maj., E. O. R. C. Overseas service July 10, 1918–June 6, 1919. Discharged July 1, 1919. C. O., 526th and 508th Engrs.; in chg. constr. in Adv. Sec., S. O. S., A. E. F. One star.

† Died Aug. 21, 1919.

TAYLOR, EDWY LYCURGUS
Entered service July 9, 1918; 1st Lt., Engr. R. C., July 2, 1918. Overseas service July 10, 1918–June 26, 1919. Discharged July 2, 1919. With 46th Engrs. (later 46th and 30th Cos., T. C.), in ry. maintenance work; Co. Comdr.

TAYLOR, HAROLD ALEXANDER
Entered service Mar. 6, 1918, as Pvt., Medical C., N. A.; Sgt., Medical C., U. S. A., Sept., 1918; Sgt., 1st Class, Medical C., U. S. A., Oct., 1918. Overseas service July 4, 1918–Apr. 28, 1919. Discharged May 7, 1919. Office, Personnel Adj., Base Hosp. No. 48.

TAYLOR, HARRY
At declaration of war Col., C. of E., U. S. A.; Brig. Gen., U. S. A., Aug. 5, 1917. Overseas service May 28, 1917–Sept. 20, 1918. Chf. Engr. Officer, A. E. F.; Asst. to Chf. Engr. Officer, A. E. F.; Asst. to Chf. of Engrs., Washington, D. C. Distinguished Service Medal; Comandeur, Legion d'Honneur.

TAYLOR, HENRY
Entered service May 1, 1917; 1st Lt., E. O. R. C., Feb. 12, 1917; Capt., E. O. R. C., Aug. 1, 1917; Maj., Engr. R. C., Apr. 1, 1918. Overseas service June 29, 1918–July 23, 1919. Discharged Aug. 15, 1919. Co. and Bn. Comdr., 304th Engrs.; Gen. Staff College, A. E. F.; Adj., 58th Inf. Brig.; with G-2, Gen. Staff, 3d Army; Meuse-Argonne offensive. Two stars.

TAYLOR, HUGH McGEHEE
Entered service Feb. 27, 1918, as Maj., T. C., N. A.; Lt. Col., T. C., U. S. A., Apr. 2, 1919. Overseas service Mar. 14, 1918–Sept. 5, 1919. Asst. to Gen. Mgr., T. C., A. E. F.; Gen. Supt., 16th Grand Div., T. C., A. E. F. Diploma from Gen. Pershing for meritorious service; Officier d'Academie.

TAYLOR, NELSON
Entered service Apr. 6, 1917; Lt., N. N. V., Apr. 18, 1917; Lt. Comdr., U. S. N. R. F., Sept. 21, 1918. Overseas service June 15, 1917–Nov. 11, 1919. Released from active service Jan. 30, 1920. Watch and Div. Officer, U. S. S. *St. Louis*; Navigator, U. S. S. *Bridgeport*. One star.

TAYLOR, PRESLEY MORGAN
Entered service Oct., 1916, British Army; 2d Lt., Royal Engrs., Jan., 1917; 1st Lt., Royal Engrs., June, 1918. Overseas service Mar., 1917–Feb., 1919. Discharged Feb., 1919. With B. E. F. in France, Belgium, Italy and Germany. Croix de Guerre, Belgium.

TAYLOR, WILLIAM THOMAS
Entered service Sept., 1915, as Capt., Loyal North Lancers, British Army; Staff Capt., Royal Air Force, June, 1918. Overseas service July 1916–Jan. 1918. Discharged Apr. 1919. Co. Comdr.; Instr., trench warfare; Equipment Officer and Staff Capt., Royal Flying Corps.

TAYLOR, WYLLYS HARD
Entered service May 8, 1917; Capt., E. O. R. C., June 19, 1917. Overseas service July 30, 1918–July 25, 1919. Discharged July 26, 1919. Co. Comdr., 306th Engrs.; Polish Convoy Officer; Meuse-Argonne offensive.

TEN HAGEN, HENRY
Entered service May 15, 191; 2d Lt., Engr. R. C., Jan. 1, 1918; 1st Lt., Engrs., U. S. A., Aug. 31, 1918. Overseas service Dec. 11, 1917–Aug. 20, 1918. Discharged July 11,1919. With 303d Engrs., Camp Dix; with 2d Engrs.; training engr. troops, Camp Forrest; with 3d Engrs., Panama.

TENNEY, WILLIS ROBINSON
Entered service May 14, 1917; Capt., Engrs., N. A., Aug. 15, 1917. Overseas service Dec. 24, 1917–May 31, 1919. Discharged June 6, 1919. With 304th and 317th Engrs.; Depot Sec., Office, Chf. Engr., A. E. F., in chg. depots at Is-sur-Tille, Brest and Pontarlier, France.

THOMAS, CHARLES DURA
Entered service May 15, 1917; Capt., E. O. R. C., Apr. 16, 1917. Overseas service Feb. 18, 1918–July 5, 1919. Discharged July 29, 1919. Office, Const. Q. M., Washington, D. C.; with 507th Engrs.; in chg. bldg. constr. at American Hosp., Beaune, under Div. of Constr. and Forestry, S. O. S., A. E. F. One star.

THOMAS, RALEIGH COLSTON
Entered service Sept., 1917; Capt., Engrs., N. A., Dec. 1917; Maj., Engrs., U. S. A., Aug., 1918. Discharged Dec. 31, 1918. Co. Comdr., 530th Engrs., Camp Funston; Co. Comdr., 49th Engrs., Ft. Myer; C. O., 76th Engrs., Camp Leach.

THOMAS, WILLIAM EDWARD
Entered service Jan., 1918, as Capt., Q. M. C., N. A. Discharged Dec. 19, 1918. Asst. Const. Q. M., Camp Sevier and Camp Benning.

THOMAS, WILLIAM MICHAEL
Entered service June 10, 1918, as Capt., Engrs., N. A. Discharged Jan. 10, 1919. Camps Lee and Humphreys, with 7th and 4th Engr. Training Regts.

THOMPSON, JAMES ARTHUR
Entered service June 12, 1918, as Pvt., C. A. C., N. A.; 2d Lt., C. A. C., U. S. A., Sept., 25, 1918. Discharged Dec. 4, 1918. Student and Instr., C. A. C. School, Ft. Monroe; student, Anti-Aircraft School, Ft. Monroe.

THOMPSON, SANFORD ELEAZER
Entered service Dec. 19, 1917, as Maj., Ord. R. C.; Lt. Col., Ord. Dept., U. S. A., Oct. 14, 1918. Discharged Dec. 21, 1918. Chf. of Progress Sec., Office, Chf. of Ord., Washington, D. C.

THOMPSON, WILFORD ASHFORD
Entered service Sept. 11, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 27, 1918. Camp Humphreys, with 4th Engr. Training Regt.

THOMSEN, SAMUEL LOCKE
Entered service Dec. 28, 1917; Capt., E. O. R. C., Sept. 25, 1917. Overseas service June 29, 1918–June 1, 1919. Discharged June 21, 1919. With 57th Engrs. in U. S. and France; Supt., Inland Water Transport, Le Havre to Paris; C. O., Camp 3, Annex, Base Sec. No. 1, A. E. F.

THOMSON, FRED MORTON
Entered service Feb. 18, 1918, as Capt., Engrs., N. A. Overseas service June 6, 1918–Apr. 4, 1919. Discharged Apr. 19, 1919. Co. Comdr., 39th Engrs.; special duty in ry. operation, A. E. F.

THORNTON, LOUIS EARLE
Entered service June 22, 1918, as Lt., C. E. C., U. S. N. R. F. Overseas service July 19, 1918–Mar. 15, 1919. Aide for Public Works at Naval Sta., Pauillac, France; Public Works Officer, Naval Air Stas., Moutchic and St. Croisic, France.

THROOP, GEORGE HUNTINGTON
Entered service May 14, 1917; Capt., Engrs., N. A., July 21, 1917; Maj., Engrs., U. S. A., Aug. 24, 1918; Lt. Col., Engrs., U. S. A., Feb. 24, 1919. Overseas service Feb. 18, 1918–May 30, 1919. Discharged June 19, 1919. Executive Officer, Is-sur-Tille Engr. Depot; C. O., 1st Army Engr. Depot, Leonval, France; Engr. Supply Officer, 2d Army; with 24th Engrs., St. Mihiel, Meuse-Argonne and Toul Sector operations. Three stars.

THURBER, CLINTON DRAPER
Entered service Jan., 1903; through all grades in C. E. C., U. S. N., to Comdr. at declaration of war. Bureau of Yards and Docks, Navy Dept., Washington, D. C.

THURSTON, EUGENE TRUE
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 6, 1917. Overseas service Feb. 28, 1918–Feb. 28, 1919. Discharged Aug. 18, 1919. With 25th Engrs. at Camp Devens and in France; constr. work at Montoir, France; Intelligence Sec., Gen. Staff, G. H. Q., A. E. F.; Asst. to Port Utilities Officer, New York.

TILDEN, CHARLES JOSEPH
Entered service May 8, 1917; Capt., E. O. R. C., Feb. 23, 1917. Released from active service May 31, 1917. Ft. Myer, Va.

TINKHAM, RALPH RUSSELL
Entered service Sept. 7, 1918, as Capt., Engrs., U. S. A. Discharged Mar. 10, 1919. With 420th Engrs., Camp Lewis; E. O. T. S., Camp Humphreys; Office, Chf. of Engrs., Washington, D. C.

TINSLEY, ROBERT BRUCE
Entered service May 1, 1918; Capt., Engrs., N. A., Jan. 26, 1918. Overseas service Sept. 30, 1918–June 18, 1919. Released from active service July 11, 1919. Co. Comdr., 605th Engrs.; Staff Corps, 1st Army, A. E. F.

TIRRELL, CHARLES EDWARDS
Entered service Mar. 9, 1918, as cadet, A. S., N. A.,; 2d Lt., A. S., N. A., Apr. 27, 1918. Overseas service July 6, 1918–June 19, 1919. Discharged June 23 1919. Executive Officer, Airplane Div., Technical Sec., A. S., H. Q., Paris.

TODD, FRANK HERBERT
Entered service Oct. 26, 1917, as Maj., Q. M. C., N. A. Discharged Mar. 29, 1919. Officer in Chg. Utilities, Camp Travis; Camp Bowie; Officer in chg. constr. and Utilities Officer, Camp Las Casas, Porto Rico.

TODD, OLIVER JULIAN
Entered service Sept. 2, 1917; Capt., E. O. R. C., July, 1917. Overseas service Jan. 4, 1918–July 5, 1919. Discharged July 10, 1919. Bn. Adj., 20th Engrs., Washington, D. C.; Chf. Asst. Engr. in constr. Mars hosp., France; Engr. in chg. constr. Mesves hosp., France; Eng. Agent Disbursing Officer, Nevers, France; Road supervisory work. Diploma from Gen. Pershing for meritorious service.

TOLLES, FRANK CLIFTON
Entered service Apr. 30, 1917, as Pvt., R. C.; Cpl., Engrs., N. A., July 15, 1917; Sgt. Engrs., N. A., Aug. 1, 1917; Sgt., 1st Class, Engrs., N. A., Sept. 1, 1917; 1st Lt., Engrs., N. A., Nov. 15, 1917; Capt., Engrs., U. S. A., Nov. 13, 1918. Overseas service June 23, 1918–Apr. 1, 1919. Discharged Apr. 16, 1919. With 112th Engrs.; Topographic Officer, 112th Engrs. Croix de Guerre.

TOMLINSON, ALFRED THOMAS
Entered service July, 1915, as Capt., Canadian Engrs.; Maj., Canadian Engrs., Dec. 6, 1915. Released from active service Apr. 1, 1919. Insp., small arms ammunition, Canadian Army; special assignment from London War Office to Guatemala, Aug. to Oct., 1915.

TOMPKINS, ROBERT HARRY
Entered service Apr. 1, 1917, as 2d Lt., Inf., Tex. N. G.; 1st Lt., Engrs., Tex. N. G., Aug. 5, 1917; 1st Lt. Engrs., N. A., Nov. 1, 1917. Overseas service July 16, 1918–June 1, 1919. Discharged July 9, 1919. With Const. Q. M., Camp Bowie; with 111th Engrs. in St. Mihiel and Meuse-Argonne offensives; highway maintenance and sawmill operation, 16th Training Area, A. E. F. Two stars.

TOPPING, PERRY
Capt., Engrs., U. S. A.*

TORRANCE, WILLIAM MARTIN†
Capt., Engrs., U. S. A.*

TOWNSEND, CURTIS McDONALD
Entered service June 15, 1875; through all grades in C. of E., U. S. A., to Col. at declaration of war. Overseas service July 26, 1917–Nov. 5, 1918. Retired Feb. 15, 1920. C. O., 12th Engrs. with British 3d and 5th Armies; Engr. Purchasing Officer, Paris. Officier, Legion d'Honneur.

TOYNE, JOHN WILSON
Entered service Aug. 9, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Mar. 22, 1919. Asst. to Utilities Officer, Camps Custer and Meade; Utilities Officer, Chickamauga Park, Ga.

TRACY, CLARENCE CURTIS
Entered service Aug. 15, 1917; Capt., C. A. C., N. A., Nov. 15, 1917. Overseas service Aug. 9, 1918–Feb. 16, 1919. Discharged Mar. 5, 1919. Battery Comdr., 68th Arty., C. A. C.

TRACY, HERBERT HERMAN
Entered service Dec. 28, 1917; 1st Lt., E. O. R. C., Sept. 25, 1917. Overseas service Mar. 27, 1918–June 11, 1919. Discharged June 18, 1919. With 23d Engrs., road work in Adv. Sec., A. E. F., and as army troops with 1st Army in St. Mihiel and Meuse-Argonne offensives. Two stars.

TRAVERS-EWELL, ANDREW
Entered service Dec., 1914, American Ambulance Service; Sgt., American Ambulance Service, Apr., 1915; Capt., San Div., French Army, Aug., 1915. One year overseas service. Discharged Dec., 1915. All service in French Army.

TRESER, ALBERT PAUL
Entered service June 7, 1918, as Pvt., Engrs., N. A.; Cpl., Engrs., N. A, July 18, 1918; Sgt., Engrs., U. S. A., Dec. 10, 1918. Overseas service Sept. 30, 1918–June 18 1919. Discharged June 23, 1919. With 472d and 605th Engrs.

TRIMPI, ALLAN LITTELL
1st Lt., Engrs., U. S. A.*

TROUT, ALEXANDER LINN
Entered service Oct., 1917, as Capt., Engrs., N. A. Overseas service Jan., 1918–Feb., 1919. Discharged Feb. 12, 1919. Technical Information Sec., Office Chf. Engr., A. E. F.; Personnel Officer, Div. Military Eng. and Engr. Supplies, S. O. S., A. E. F.

TRUE, ALBERT OTIS
Entered service Sept. 26, 1917, as Capt., Engrs., N. A. Office, Chf. of Engrs., Washington, D. C.; Officer in chg. Water Supply School, Camp Humphreys; with 2d Engr. Training Regt.; with 78th Engrs. as Supply Officer and 2d in command; Officer in chg. Big Bethel Water Development; Utilities Officer, Hosp. No. 43 and Newport News, Va.

TRUEBLOOD, PAUL McGEORGE
Entered service Oct. 6, 1917, as Lt., U. S. N. R. F. Overseas service Nov. 3, 1917–Dec. 16, 1917, and Jan. 6, 1918–Dec. 26, 1918. Released from active service Feb. 25, 1919. Executive Officer, U. S. S. *William Rockefeller;* Navigator, U. S. S. *Aroostook* minelayer in North Sea.

TURLEY, OMNER JAY
Entered service Apr. 26, 1917; Capt., E. O. R. C., Apr. 22, 1917. Overseas service Nov. 19, 1917–Nov. 29, 1918. Discharged June 20, 1919. Asst. Mustering Officer, Camp Lewis; with British forces; classification of engr. officers, A. E. F.; special work at Hendaye, France, to open traffic between Spain and A. E. F.; Zone Major and Liaison Officer.

TURNER, DANIEL NORMAN
Entered service May 7, 1917; 2d Lt., E. O. R. C., June 11, 1917; 1st Lt., Engrs., N. A., Apr. 1, 1918. Overseas service July 8, 1918–May 29, 1919. Discharged June 26, 1919. With 304th Engrs.; special duty, with 79th Div. H. Q.; 312th Machine Gun Bn., 157th and 158th Inf. Brigs. Two stars.

TURNER, NATHANIEL PARKER
Entered service May, 1917; Capt., E. O. R. C., Apr. 16, 1917; Maj., Engrs., U. S. A., Sept. 4, 1918. Overseas service July 16, 1918–June 1, 1919. Discharged July 5, 1919. With 111th Engrs. as Divisional and Corps engrs. with 1st Army in St. Mihiel and Meuse-Argonne offensives; War Damage Bd., American Peace Comm. Two stars.

TUSKA, GUSTAVE ROBITSCHER
Entered service Sept. 24, 1917, as Maj., Engrs., N. A. Discharged July 28, 1919. In training Camps Lee and Humphreys; on staff, Chf. of Engrs., Washington; Member Steel Committee, War Industries Bd.; advisory capacity to Plant Facilities Sec., Div. of Purchase, Storage and Traffic.

TYLER, RICHARD GAINES
Entered service Aug. 1, 1918, as Capt., Q. M. C., N. A. Discharged Mar. 5, 1919. Officer in chg. water, sewers, plumbing and eng., Camp Lee.

TYSON, WILLIAM CLAUDE
Entered service Sept. 25, 1917, as Capt., Engrs., N. A. Overseas service Feb. 27, 1918–Jan. 2, 1919. Discharged Mar. 13, 1919. C. O., Camp Custer troops; at H. Q., Paris.

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† Died May 18, 1920.

UHLER, WILLIAM DAVID
Entered service Jan. 24, 1918, as Maj., Q. M. C., N. A.; Lt. Col., M. T. C., N. A., June 5, 1918. Discharged Nov. 23, 1918. Chf. of Operations Div., M. T. C.; member Federal Highway Council, representing War Dept., detailed as asst. to Maj. Gen. Goethals.

VAN AMBURGH, THOMAS ALBERT
Entered service Sept. 11, 1918, as 1st Lt., Q. M. C., Constr. Div., U. S. A. Discharged July 16, 1919. Asst. to Utilities Officer, Camp Beauregard; Asst. to Const. Q. M., Camp Benning.

VAN BUREN, MAURICE PELHAM
Entered service Oct. 16, 1917, as 2d Lt., Engrs., N. A.; 1st Lt., Engrs., N. A., Feb. 22, 1918; Capt., Engrs., U. S. A., Apr. 6, 1919. Overseas service July 9, 1918–June 6, 1919. Discharged Aug. 8, 1919. With 310th Engrs. at Camp Custer; with 602d Engrs. at Camp Devens and in A. E. F.; Asst. Chf. Engr., 6th Army, 3d Army and 9th Army Corps; Asst. Camp Engr., Camp Benning; Marbache Sector.

VANDEMOER, JOHN JAY
Entered service May 25, 1918; Capt., Engrs., N. A., May 15, 1918. Overseas service Sept. 29, 1918–Mar. 7, 1919. Discharged Mar. 28, 1919. Organized, and C. O., 467th Engrs. One star.

VANDEMOER, NICHOLAS CORNEILIUS
Entered service Dec. 28, 1917; Capt., Engrs., N. A., May 1, 1918. Overseas service June 29, 1918–Sept. 26, 1919. Discharged Oct. 16, 1919. With 529th Engrs.; Supt., Water Supply and Sewerage, Mesves Hosp., France; Supt., Pontanezan Ry. Camp.

VANDERHOOF, ARNOLD HINES
Ordered to active duty from retired list Apr. 9, 1917, as Ensign, U. S. N.; Lt., U. S. N., July 1, 1918. Placed on inactive list May 1, 1919. In chg. high-power radio station, New Brunswick, N. J.; in chg. maintenance high-powered radio stations, Bureau, Steam Eng., Navy Dept.

VANDERVOORT, BENJAMIN FRANKLIN
Entered service Jan. 5, 1918; Capt., Engrs., N. A., Sept. 7, 1917. Asst. to Chf. of Constr. Div.; Asst. to Const. Q. M., Chemical Plant No. 4, Saltville, Va.; Const. Q. M., Portsmouth Water Development and South Charleston Transmission Lines, Charleston, S. C.

VANDEVANTER, ELLIOTT
Capt., Engrs., U. S. A., A. E. F.*

VAN ETTEN, PERCY HIXON
Entered service Dec. 28, 1917; 1st Lt., Engrs., N. A., July 30, 1917. Overseas service Mar. 30, 1918–July 9, 1919. Discharged Aug. 4, 1919. With 23d Engrs. in convoy work; Transportation Officer on road work during Meuse-Argonne offensive. One star.

VAN NESS, RUSSELL ALGER
Entered service Apr. 16, 1917, as 2d Lt., E. O. R. C.; 1st Lt., Engr. R. C., Dec. 14, 1917; Capt., Engrs., U. S. A., Aug. 24, 1918. Overseas service Aug. 31, 1918–June 22, 1919. Discharged July 17, 1919. Instr., 2d and 3d training camps; Co. Comdr. and Adj., 604th Engrs. with 5th Corps, constr. roads and light rys. One star.

VAN ORNUM, SAMUEL JUDSON
Entered service Oct., 1918, as Capt., Engrs., U. S. A. Discharged Aug., 1919. E. O. T. S., Camp Humphreys; report on water supply for new post, Camp Humphreys; Instr., Camp Humphreys.

VAN PELT, SUTTON
Entered service Sept. 1, 1917; Capt., E. O. R. C., June 19, 1917. Discharged June, 1918. With 110th Engrs. at Camp Doniphan with 27th Engrs., Camp Meade.

VAN SUETENDAEL, ACHILLE OCTAVE
Entered service Sept. 2, 1917; Capt., E. O. R. C., June 28, 1917. Discharged Oct. 28, 1919. General Engr. Depot, Washington, D. C.; Div. of Purchases, Storage and Traffic, Gen. Staff.

VAN ZILE, HARRY LEE
Entered service Sept. 13, 1917; Maj., Engrs., N. A., July 20, 1917. Overseas service Sept. 23, 1917–Jan. 29, 1919. Discharged Jan. 31, 1919. Chf. of Plant Constr. Sec., Div. of Constr. and Forestry, S. O. S., A. E. F. Diploma from Gen. Pershing for meritorious service; Officier d'Academie, with silver Palms.

VAUGHAN, HENRY FRIEZE
Entered service Dec. 12, 1917, as Capt., San. C., N. A. Discharged Jan. 28th, 1919. Camp Epidemiologist and San. Officer, Camp Upton; member, Pneumonic Comm. appointed by the Surgeon Gen.; Camp Wheeler and Washington, D. C.

VERNON, STEPHEN BARKER
Entered service Aug. 13, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 29, 1918. With 9th Engr. Training Regt.

VERRILL, GEORGE ELLIOT
Entered service Oct. 17, 1917; Maj., E. O. R. C., Feb. 16, 1917. Discharged Dec. 6, 1918. Dist., Engr., Yellowstone Natl. Park; E. O. T. S., Camp Humphreys; various short assignments.

VINCENT, JAMES IRVING
Capt., Ord., U. S. A.*

VINCENT, WILLIAM HUBERT
1st Lt., Engrs., U. S. A.*

VOGDES, JOSEPH JOHNSON
Entered service Jan. 21, 1918, as Capt., Engrs., N. A. Overseas service Feb. 10, 1918–Jan. 13, 1919. Discharged Jan. 17, 1919. Asst. Engr. of Ports, Engr. of Constr., T. C., A. E. F.

VOGLESON, JOHN ALBERT
Entered service Jan. 27, 1918; Maj., San. C., N. A., Jan. 10, 1918. Discharged Dec. 11, 1918. San. Insp. at Camp Greenleaf, Ft. Oglethorpe, Camp J. E. Johnston.

VOLK, WENDELL DOUGLAS
Entered service Sept. 26, 1917; 1st Lt., Engrs., N. A., July 26, 1917; Capt., Engrs., N. A., July 30, 1918. Overseas service Nov. 11, 1917–Sept. 11, 1918. Discharged Aug. 18, 1919. With 20th Engrs. as Supply Officer; with 5th Engr. Training Regt.; Garrison School, 5th Engrs.; Regtl. Adj., 20th Engrs.; Camp Police Officer, Camp Humphreys.

von DEESTEN, ARTHUR PETER
Entered service Jan. 12, 1916, as 2d Lt., C. of E., U. S. A.; 1st Lt., June, 1916; Capt., July, 1917; Maj., Mar. 19, 1918. Co. Comdr., 5th Engrs.; in chg. ponton school, Camp Humphreys; Bn. Comdr., 217th Engrs.; post-graduate student, engr. school.

WADE, GEORGE WILLIS
Entered service Aug. 27, 1917; 1st Lt., Engrs., N. A., Sept. 1, 1917; Capt., Engrs., N. A., May 1, 1918. Overseas service Oct. 18, 1917–Apr. 28, 1919. Discharged May 16, 1919. Co. Comdr., Bn. Adj., and Personnel Officer, 117th Engrs. Five stars.

WADSWORTH, GEORGE REED
Entered service June 13, 1917, as Capt., Sig. R. C.; Maj., A. S., N. A., Oct. 3, 1917. Discharged Dec. 30, 1918. Chf. Engr., Naval Aircraft Factory, Philadelphia Navy Yard.

WADSWORTH, HENRY HAYES
Entered service Mar. 1, 1917, as Maj., E. O. R. C. Released from active service Aug. 14, 1917. River and harbor work.

WAGNER, ALLAN JOHN
Entered service Oct. 21, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 31, 1918. E. O. T. S., Camp Humphreys.

WAGNER, JOHN, JR.
Entered service May 11, 1917; 1st Lt., Cavalry, N. A., Aug. 15, 1917; Capt., P. M. G. D., May 14, 1919. Overseas service Sept. 11, 1917–June 28, 1919. Discharged July 18, 1919. Instr., 1st Corps School, A. E. F.; Asst. P. M., Autun, France.

WAITE, CLEMENT F.
Entered service Sept. 2, 1917, as 2d Lt., E. O. R. C.; 1st Lt., Engrs., N. A., June 19, 1918; Capt., Engrs., U. S. A., Oct. 28, 1918. Discharged Mar. 6, 1919. With 316th Engrs., Camp Lewis; with 318th Engrs., Vancouver Barracks; with 3d Engr. Training Regt., Camp Humphreys; with 2d Engr. Training Regt. as Personnel Adj., Camp Humphreys; Personnel Adj. and Co. Comdr., 220th Engrs.

WAITE, HENRY MATSON
Entered service Jan. 29, 1918, as Lt. Col., Engrs., N. A.; Col., T. C., U. S. A., Oct. 4, 1918. Overseas service Feb. 7, 1918–Mar. 1919. Discharged Mar., 1919. Engr. Constr., T. C., A. E. F.; Deputy Director, Transport, 2d Army and 3d Army; Civil Affairs, Advance G. H. Q., Trier, Germany. Distinguisherd Service Medal; Officier, Legion d'Honneur. Two stars.

WALDRON, ALBERT EDWIN
Entered service June 19, 1895; through all grades in C. of E., U. S. A., to Col., Oct. 1, 1917. Overseas service Jan. 29, 1918–Feb. 25, 1919. Reverted to permanent rank of Lt. Col., C. of E., U. S. A., July 14, 1919. C. O., 35th Engrs., ry. shop unit. Officier, Legion d'Honneur.

WALKER, EDWARD GEORGE
Entered service Nov. 14, 1916, as Lt., Royal Naval Volunteer Reserve, Great Britain; Capt., Royal Air Force, Apr. 1, 1918. Discharged Aug. 31, 1919. In Technical Branch, Directorate of Balloons, in chg. development kite balloon design.

WALKER, ELTON DAVID
Entered service May 8, 1917; Capt., E. O. R. C., Mar. 21, 1917. Overseas service July 9, 1917–Jan. 25, 1919. Discharged Jan. 30, 1919. Co. Comdr., 15th Engrs., in misc. constr. work in Advance Sec., A. E. F.; Water Supply Service, Div. of Constr. and Forestry, S. O. S., A. E. F.; with Sec. Engr., Base Sec. No. 4, in chg. water supply and sanitation. Diploma from Gen. Pershing for meritorious service.

WALKER, HARRY BRUCE
Entered service Sept. 2, 1917; Capt., E. O. R. C., July 3, 1917. Overseas service May 27, 1918–June 6, 1919. Discharged June 28, 1919. With 303d Engrs.; Asst. Div. Engr., 78th Div.; St. Mihiel and Meuse-Argonne offensives. Two stars.

WALKER, JOHN PALMER
Entered service Oct. 10, 1918, as Capt., Engrs., U. S. A. Discharged Jan. 13, 1919. With 420th Engrs.; with 3d Engr. Training Regt., Camp Humphreys.

WALKER, MERIWETHER LEWIS
Entered service June 15, 1889; through all grades in C. of E., U. S. A., to Lt. Col. at declaration of war; Col., Engrs., N. A., Aug. 5, 1917; Brig. Gen., U. S. A., June 26, 1918. Overseas service Nov. 26, 1917–Aug. 23, 1919. Returned to permanent rank of Lt. Col. C. of E., U. S. A., Aug. 31, 1919. C. O., 116th Engrs.; Engr. Supply Officer, A. E. F.; Director M. T. C., A. E. F. Distinguished Service Medal; Officier, Legion d'Honneur.

WALKER, WILLIAM KEMP
Entered service Dec. 28, 1917, as Capt., Engrs., N. A. Discharged Feb. 26, 1919. With Director Gen., Military Rys., in chg. Western Dist., Chicago, Ill.

WALLACE, DAVID ALEXANDER
Entered service Sept. 5, 1917; 1st Lt., Engrs., N. A., July 15, 1917; Capt., Engrs., N. A., Dec. 11, 1917. Overseas service Jan. 26, 1918–Oct. 22, 1918. Discharged Feb. 8, 1919. With 311th Engrs.; Dist. Engr., Port Dept., Office, Chf. Engr., Transportation, A. E. F. One star.

WALLACE, HAROLD ULMER
Entered service Mar. 6, 1918, as Maj., Q. M. C., N. A. Discharged Apr. 1, 1919. Superv. Constr. Officer, Aberdeen Proving Grounds, Edgewood Gas Plant, Mays Landing Shell-Loading Plant, Marlin Rockwell Shell-Loading Plant, Hastings Gas Plant, Lakehurst Proving Grounds and Training Camp, Western Cartridge Plant and LaClede Shell-Loading Plant.

WALLER, ALEXANDER CHARLES
1st Lt., Engrs., U. S. A., A. E. F.*

WALLER, PERCY
Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 26, 1917. Overseas service Sept. 5, 1918–June 23, 1919. Discharged July 14, 1919. With 22d Engrs.; Div. Supt. of Operation, Light Rys., Meuse-Argonne offensive.

WALTER, FRANK EDGAR
Entered service June 20, 1918, as 1st Lt., Engrs., N. A.; Capt., Engrs., U. S. A., May 11, 1919. Overseas service June 30, 1918–July 5, 1919. Discharged July 9, 1919. With 55th Engrs. One star.

WALTON, HARRISON BILLINGSLEY
Capt., Engrs., U. S. A., A. E. F.*

WAND, ANTHONY WILLIAM
Entered service May 12, 1918, as Pvt., Arty., N. A.; Sgt., Engrs., U. S. A., July 1, 1919; 2d Lt., Engrs., U. S. A., Oct., 1919. Discharged Dec. 7, 1919. With 1st Replacement Regt. Camp Humphreys.

WANZER, JAMES OLIN
Entered service May 13, 1917; 1st Lt., Engrs., N. A., June 28, 1918; Capt., T. C., U. S. A., May 13, 1919. Overseas service July 14, 1918–Aug. 23, 1919. Discharged Sept. 13, 1919. With 47th Engrs.; Camp Constr. Officer, Camp No. 7, Montierchaume, France; Chf., R. T. O., 3d Army; Adj., 24th Grand Div., T. C. One star.

WARD, GEORGE SPARKMAN
Entered service July 25, 1917, as Pvt., Engrs., S. C. N. G.; Sgt., Engrs., N. A., Aug. 1, 1917; M. E., Sr. Grade, Engrs., N. A., Sept. 18, 1917; 2d Lt. Engrs., N. A., Oct. 25, 1917 Overseas service Oct. 17, 1917–Apr. 28, 1919. Discharged May 3, 1919. With 117th Engrs., 42d Div.

WARD, JASPER DUDLEY
Entered service July 3, 1917, as Pvt., Inf., U. S. A.; Cpl., Inf., Aug. 27, 1917; Sgt., Inf., Apr. 18, 1918; 2d Lt., Inf., June 10, 1918; 1st Lt. Inf. Sept. 9, 1918. Discharged Dec. 7, 1918. With 55th Inf. and 162d Depot Brig.

WARD, LYMAN WISE
Capt., C. A. C., U. S. A.*

WARDWELL, RALPH WATTS
Entered service Oct. 21, 1918, as Capt., Engrs., U. S. A. Discharged Oct. 28, 1919. In training, Camp Humphreys; with C. A. C., Ft. Monroe.

WARE, HOWARD THOMAS
1st Lt., Q. M. C., U. S. A.*

WARE, JOHN
Entered service Aug. 5, 1917, as 1st Lt., Engrs., N. A.; Capt., Engrs, N. A., July 29, 1918. Overseas service Sept. 26, 1917–Apr. 4, 1919. Discharged May 17, 1919. With 101st Engrs., in chg. procuring and distributing eng. equipment, 26th Div. Four stars.

WARE, NORTON
Entered service Sept. 25, 1917; Capt., Engrs., N. A., Aug. 15, 1917; Maj., Engrs., N. A., July 30, 1918. Overseas service Jan. 21, 1918–Sept. 19, 1919. Discharged Oct. 28, 1919. With 1st Engrs. One star.

WARFIELD, RALPH MERVINE
Entered service July 30, 1907, as Asst. C. E., U. S. N.; Lt. Comdr., C. E. C., U. S. N., July 1, 1917. Public Works Officer, Naval Air Station, Pensacola, Fla.

WARING, CHARLES THOMAS
Entered service June 19, 1917, as Capt., Sig. R. C.; Maj., A. S., N. A., Ang. 15, 1917. Overseas service Sept. 3, 1918–Dec. 4, 1918. Discharged June 16, 1919. Officer in chg. of constr., Wilbur Wright Aviation Field; temporary head, Constr. Div. Sig. C., Washington, D. C.; in chg. six aviation fields in Texas; in chg. constr. Langley Field; C. O. Aircraft Acceptance Park No. 2; C. O., Supply Depot, Wilbur Wright Flying Field.

WARNER, ELWIN STREETER
Entered service May 8, 1917; 1st Lt., E. O. R. C., Apr. 2, 1917; Capt., Engrs., N. A., Aug. 15, 1917; Maj., Engrs., U. S. A., Mar. 26, 1919. Overseas service July 14, 1918–June 13, 1919. Discharged July 5, 1919. With 301st Engrs, div. engrs. of 76th Div. and Corps Engrs. with 4th Army Corps; St. Mihiel offensive; with 3d Army.

WARNOCK, WILLIAM HAROLD
Entered service Apr. 3, 1918, as Capt., Q. M. C., Constr. Div., N. A. Discharged Sept. 6, 1919. Field Officer to Const. Q. M., Camp Stuart; Const. Q. M., and Disbursing Officer, Skiff's Creek Water Development.

WARREN, HORACE PRETTYMAN
Entered service Apr. 16, 1918; Maj., Engrs., N. A., Apr. 20, 1918; Lt. Col., Engrs., U. S. A., Feb. 13, 1919. Overseas service June 30, 1918–Sept. 3, 1919. Discharged Sept. 24, 1919. Bn. Comdr. and C. O., 55th Engrs.; Sec. Engr., Intermediate Sec.; Officer in chg. constr. Pershing Stadium. Diploma from Gen. Pershing for meritorious service.

WARREN, JAMES GOOLD
Entered service July 1, 1877; through all grades in C. of E., U. S. A., to Col. at declaration of war. On duty with engr. troops, river and harbor works, fortifications, etc.

WARREN, MINTON MACHADO
Entered service Sept. 17, 1917; 1st Lt., Engrs., N. A., Sept. 22, 1917; Capt., Engrs., U. S. A., Aug. 18, 1918. Overseas service Oct. 9, 1917–Apr. 4, 1919. Discharged Apr. 28, 1919. Co. Comdr., 101st Engrs.; Topographical Officer, 26th Div.; organized 1st American Div., Topographical Sec.; road repair work. Six stars.

WARREN, PHILIP RIDSDALE
Entered service Oct. 1, 1917, as 1st Lt., Royal Engrs., British Army; Maj., Royal Engrs., Dec. 15, 1917; Lt. Col., Royal Engrs., Mar. 1, 1919. Overseas service Dec. 15, 1917–Oct. 7, 1919. Discharged Oct. 7, 1919. Port Constr. Engr. in France; engr. in chg. reconstr. Belgian ports; Asst. Director Gen. of Transportation, France. Order of the British Empire; Officer, Order of the Crown, Belgium.

WARREN, WILLIS DOW PECK
Entered service Sept. 11, 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec. 17, 1918. E. O. T. S., Camp Humphreys; with 139th Engrs., Camp Shelby.

WASHINGTON, WALTER OWEN
Entered service May 8, 1917; Capt., E. O. R. C., Jan. 23, 1917. Discharged Dec. 11, 1917. Camp Funston and Ft. Sam Houston.

WATERMAN, EARLE LYTTON
Entered service Aug. 10, 1918; 1st Lt., San. C., N. A., July 27, 1918; Capt., San. C., U. S. A., June 6, 1919. Discharged Aug. 25, 1919. Camp San. Engr., Camps Greene and Meade.

WATKINS, GUY ANDERSON
Entered service Dec., 1917, as Capt., Q. M. C., N. A. Discharged Feb. 7, 1919. Asst. to Const. Q. M., Camps Lee and Bragg; Asst. Const. Q. M., Camp Las Casas, San Juan, Porto Rico.

WATSON, DAVID LOYALL FARRAGUT
Entered service Oct. 25, 1918, as 1st Lt., Engrs., U. S. A. Discharged Apr. 7, 1919. E. O. T. S., Camp Humphreys; with 2d Engr. Training Regt. and 5th Engrs., Camp Humphreys.

WATSON, DAVID MOWAT
Lt., Royal Arty. B. E. F.*

WATSON, GEORGE LINTON
Entered service Sept. 25, 1917; Capt., Engrs., N. A., Oct. 25, 1917; Maj., Engrs, N. A., June 16, 1918; Lt. Col., Engrs., U. S. A. Oct. 9, 1918. Overseas service Nov. 25, 1917–Mar. 25, 1919. Discharged Oct. 9, 1919. With 30th Engrs. and British Army at Lens Sector, Portuguese Corps in Estaire Sector, Belgian Army in Ypres Sector and French Army in Champagne Sector; Asst. G-2, 1st Army Corps and 3d Army; A. C. of S. Advance G. H. Q., Treves, Germany; duty with War Plans Div., Gen. Staff; served in six major engagements. Wounded three times: High explosive at Lens; shrapnel at Merville; gassed in St. Mihiel operations. Cited in orders of 26th Div., 6th Div., 8th French Army, 32d French Army Corps, 1st British Army; Croix, Legion d'Honneur; Military Cross, Great Britain; Croix de Guerre with Star and Palm; Order of the Crown, Belgium. Ten stars.

WATSON, WINSLOW BARNES
Entered service July, 1916, as 2d Lt., Inf., N. Y. N. G.; 1st Lt., Inf., N. Y. N. G., July, 1917; Capt., Inf., U. S. A., Oct. 26, 1918. Overseas service May 8, 1918–Mar. 6, 1919. Discharged Apr. 2, 1919. Co. Comdr., 106th Inf. Divisional citation. Two stars. Wounded.

WATT, DAVID ALEXANDER
Entered service Sept. 6, 1917; Maj., E. O. R. C., Feb. 23, 1917. Discharged May 29, 1919. Attached to Office, Chf. of Engrs., Washington, D. C.; in chg. field constr., Florence, Ala.

WAUGH, WILLIAM HAMMOND
Entered service June 13, 1917, as Capt., E. O. R. C.; Maj., Engrs., N. A., June 11, 1918. Pres. and Engr. Officer, Alaska Road Commission.

WAY, WILLIAM FLOYD
Entered service June 12, 1917; Sgt., E. O. R. C., June 20, 1917; 2d Lt., Engr. R. C., May 8, 1918; 1st Lt., Engrs., U. S. A., Sept., 1918. Overseas service Aug. 9, 1917–July 2, 1919. Discharged July 29, 1919. With 18th Engrs. in dock and ry. constr., Base Sec. No. 2, A. E. F.; with Div. of Constr. and Forestry in work on Engr. Valuation Bd., Tours, France.

WEAVER, CHARLES JOSEPH
Entered service Sept. 25, 1917, as 1st Lt., Engrs., N. A. Overseas service Feb. 15, 1918–July 18, 1919. Discharged Oct. 6, 1919. With 301st Tank Bn.; Instr. U. S. Tank Center,

Wareham, Dorset, England; with 21st Engrs., light ry. constr. and maintenance in Meuse-Argonne offensive.

WEAVER, EARLL CHASE
Entered service Apr. 10, 1917; Lt., Jr. Grade, C. E. C., U. S. N. R. F.; Lt., C. E. C., U. S. N. R. F., June 18, 1918. Released from active service Apr. 17, 1920. Asst. to Public Works Officer, Puget Sound Navy Yard.

WEAVER, FRANK LLOYD
Entered service May 14, 1917; 1st Lt., E. O. R. C., June 19, 1917; Capt., Engr. R. C., May 12, 1918. Overseas service May 26, 1918–June 3, 1919. Discharged June 30, 1919. With 305th Engrs., Artois Sector, with British Army; St. Mihiel and Meuse-Argonne offensives. Three stars.

WEBB, CLAUDE ALLEN
Entered service Aug. 27, 1917; 2d Lt., F. A., N. A., Nov. 27, 1917; 1st Lt., F. A., U. S. A., Nov. 8, 1918. Overseas service Dec. 24, 1917–May 14, 1919. Discharged May 17, 1919. Saumur, France, Arty. School; with French as observer; with 121st F. A., at Rouge Mont, 2d Battle of Marne, Soissons and Meuse-Argonne.

WEBB, DeWITT CLINTON
Entered service June, 1903; through all grades in C. E. C., U. S. N., to Lt. Comdr. at declaration of war and Comdr., Feb. 1, 1918. Public Works Officer, Boston and Philadelphia Navy Yards.

WEBB, GEORGE HERBERT
Entered service June 17, 1917; Maj., E. O. R. C., May 26, 1917; Lt. Col., E. O. R. C., July 6, 1917; Col., Engrs., U. S. A., Sept. 27, 1918. Overseas service Aug. 1, 1917–Apr. 6, 1919. Discharged Apr. 14, 1919. Bn. Comdr. and C. O., 16th Engrs.; Sec. Engr., Intermediate Sec. West, A. E. F. Distinguished Service Medal; Officier, Order de l'Etoile Noire.

WEBB, ISHAM GANO
Capt., Engrs., U. S. A.*

WEBB, WALTER LORING
Entered service Oct. 17, 1917; Maj., E. O. R. C., Feb. 12, 1917. Overseas service Oct. 29. 1917–Jan. 24, 1920. On staff, Director Gen. of Transportation, A. E. F.; Chf. Engr. of Renting, Requisitions and Claims Service, A. E. F., in chg. valuation of claims.

WEBER, CHARLES MARIA
Entered service June, 1918; Chf., Q. M. Aviation, U. S. N. R. F., Aug. 1918; Ensign, U. S. N. R. F., June 23, 1919. Released from active service June 24, 1919. Ground School at Boston; flying at Miami and Pensacola, Fla.

WEBSTER, MAURICE ANDERSON
Entered service Aug. 6, 1917, as 1st Lt., Ord. R. C.; Capt., Ord. C., N. A., Jan. 15, 1918. Discharged Jan. 13, 1919. At Aberdeen and Sandy Hook Proving Grounds; Ft. Hancock, ord. testing.

WEEKS, WILLIAM CHARLES
Entered service Mar. 7, 1918; Maj., Engrs., N. A., Mar. 14, 1918; Lt. Col., Engrs., U. S. A., Nov. 2, 1918. Overseas service June 15, 1918–June 9, 1919. With 32d Engrs., gen. constr. work in Base Sec. No. 2, A. E. F.; Asst. to Dept. Engr., Southern Dept.

WEIDMAN, WILLIAM ROE
Entered service May 20, 1918; Capt., Engrs., N. A., May 7, 1918. Overseas service Oct. 27, 1918–July 11, 1919. Discharged Aug. 4, 1919. With 5th Engr. Training Regt.; with 547th Engrs. and with 10th Engr. Service Co.

WELBORN, MARVIN CURTIS
Entered service Oct. 28, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 11, 1918. E. O. T. S., Camp Humphreys.

WELDEN, ERNEST
Entered service Apr. 7, 1918, as Pvt., Engrs., N. A.; Sgt., Engrs. Overseas service May 21, 1918–July 4, 1919. Discharged July 10, 1919. With 43d Bn., attached to 20th Engrs.

WELLES, THEODORE LADD, JR.
Entered service Sept. 25, 1917, as 2d Lt., Engrs., N. A.; 1st Lt., Engrs., U. S. A., Oct. 30, 1918. Overseas service May 8, 1918–June 11, 1919. Resigned Aug. 2, 1919. With 318th Engrs.; with 314th Engrs. in St. Mihiel and Meuse-Argonne offensives. Two stars.

WELLS, EMERY
Entered service May 8, 1917; 1st Lt., E. O. R. C., June 11, 1917. Overseas service Dec. 11, 1917–Feb. 12, 1918. Discharged May 30, 1919. With 314th Engrs. at Camp Funston; Asst. Depot Engr. Officer, Advance Engr. Depot, Is-sur-Tille, France. One star.

WELLS, JAMES BERTRAND
Entered service Sept. 18, 1917, as Pvt., Inf., N. A. Discharged Mar., 1918. With 363d Inf. at Camp Lewis.

WELSH, RUSSELL DUTTON
Entered service May 28, 1918, as Pvt., Engrs., N. A.; 2d Lt., Engrs., U. S. A., Mar. 26, 1919. Overseas service Aug. 8, 1918–July 5, 1919. Discharged July 24, 1919. With 115th Engrs., 40th Div., and with 3d Army, Coblenz, Germany.

WENIGE, ARTHUR EMIL
Maj., Engrs., U. S. A.*

WENZELL, ANDREW PERRY
Entered service Apr. 8, 1917; Capt., E. O. R. C., May 13, 1917; Maj., Engrs., U. S. A., Aug. 9, 1918, and Lt. Col., Engrs., U. S. A., Feb. 13, 1919. Overseas service July 1, 1917–May 28, 1919. Discharged June 1, 1919. With 16th Engrs., Lys defensive and Meuse-Argonne offensive. Two stars.

WEST, EDWARD HAZZARD
Entered service Sept. 2, 1917, as Capt., E. O. R. C.; Maj., Engrs., U. S. A., Oct. 1, 1918. Overseas service July 31, 1918–Feb. 25, 1919. Discharged Mar. 26, 1919. Regtl. Adj. and Bn. Comdr., 5th Engrs. One star.

WEST, WADE CLARENCE
Entered service June 22, 1918; Capt., E. O. R. C., Sept. 21, 1917. Discharged Jan. 10, 1919. Constr. Officer, Prison Officer, Co. Comdr., 5th Engr. Training Regt., Camp Humphreys.

WESTOVER, HENRY CHRISTOPHER
Entered service Sept. 13, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 5, 1918. Unattached, special service.

WHEAT, GEORGE NEVILLE
Entered service Sept. 27, 1917; Capt., Engrs., N. A., Aug. 8, 1917. Overseas service Jan. 27, 1918–Jan. 13, 1919. Discharged Jan. 18, 1919. With 113th Engrs.; Transportation Dept., Bourges, France; Div. of Constr. and Forestry, S. O. S., A. E. F.; with Sec. Engr., Base Sec. No. 7.

WHEELER, EDGAR TRUE
Entered service Oct. 7, 1918; Capt., Engrs., U. S. A., Nov., 1918. Discharged Jan. 8, 1919. With 125th Engrs.

WHEELER, FRANK IGNATIUS, JR.
Entered service Aug. 1, 1917, as Pvt., F. A., N. A.; 2d Lt., Aviation Sec., Sig. C., N. A., Nov. 8, 1917; 1st Lt., A. S. A., July 16, 1918. Discharged May 1, 1919. With Equipment Div., Aviation Sec., Sig. C., in chg. aircraft armament manufacture; Chf. Insp., Tools and Machinery Sec., Inspection Dept., Production Div., Bureau Aircraft Production.

WHEELER, ROBERT CLARK
Entered service Aug. 13, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Mar. 2, 1920. Asst. Port Utilities Officer, Newport News, Va.; in chg. Water Supply Sec., Constr. Div.

WHEELOCK, DE FOREST AUGUSTUS
Col., U. S. A.*

WHITEAKER, ROBERT ORLANDO
Entered service Mar. 31, 1917; Capt., Cavalry, Texas N. G., Mar. 17, 1917; Capt., F. A., N. A., Oct. 15, 1917. Overseas service July 4, 1918–Dec. 24, 1918. Battery Adjt. and Comdr. 132d F. A.; Operations Officer 132d F. A.

WHITMAN, EZRA BAILEY
Maj., Q. M. C., U. S. A.*

WHITMAN, RALPH
Entered service Aug. 11, 1907, as Ensign, C. E. C., U. S. N.; Lt. Comdr., C. E. C., U. S. N., July 1, 1917. Overseas service Apr. 19, 1917–Apr. 23, 1920, in Santo Domingo. Aide on staff of Military Governor, Santo Domingo.

WHITNEY, CHARLES SMITH
Sgt., Engrs., U. S. A., A. E. F.*

WHITNEY, JOHN THAD
Entered service Aug. 27, 1917; 2d Lt., F. A., N. A., Nov. 27, 1917. Overseas service July 10, 1918–July 6, 1919. Discharged July 11, 1919. With 341st F. A.; F. A. Replacement Depot, Camp Jackson; 2d Corps Arty. Park, A. E. F.; Motor Transport Office, Brest, France. Four stars.

WHITNEY, RALPH EDWARD
Capt., San. C., U. S. A.*

WHITSIT, LYLE ANTRIM
Entered service Oct. 24, 1918, as Capt., Engrs., U. S. A. Discharged Aug. 27, 1920. Power Sec., War Industries Bd.

WHITWELL, EDWARD
Capt., Royal Air Force, British Army.*

WICKERSHAM, JOHN HOUGH
Entered service May 9, 1917; Capt., E. O. R. C., June 5, 1917; Maj., Engrs., N. A., July 14, 1918; Lt. Col., Engrs., U. S. A., Nov. 9, 1918. Overseas service July, 1917–Jan., 1919. Discharged Feb. 8, 1919. Requisitioning supplies for Line of Communications, A. E. F., and for Chf. Engr., A. E. F.; Deputy Engr. Supply Officer, A. E. F.; representative, Chf. of Engrs. on 4th Sec., Gen. Staff, G. H. Q., A. E. F. Two stars.

WIDDICOMBE, ROBERT ALEXANDER
Maj., Engrs., U. S. A.*

WIDDICOMBE, STACEY HARRISON
Entered service Jan. 29, 1918, as Pvt., 1st Class, A. S., N. A. Discharged Dec. 16, 1918. Ground Schools, Princeton and Camp Dick; School of Fire, Ft. Sill; School of Artillery Observation, Ft. Sill.

WIGGIN, THOMAS HOLLIS
Entered service May 16, 1917, as Capt., E. O. R. C.; Maj., Engrs, N. A., July 10, 1918; Lt., Col., Engrs., U. S. A., Apr. 7, 1919. Overseas service July 28, 1917–June 7, 1919. Discharged July 30, 1919. On staff of Chf. Engr., Line of Communication, A. E. F.; and Chf. Engr., A. E. F., in Div. of Constr. and Forestry; in chg. Water Supply Sec. Diploma from Gen. Pershing for meritorious service; Chevalier, Merite Agricole.

WIGGINS, RALPH RAYMOND
Entered service Aug. 27, 1917; 1st Lt., A. S., N. A., Nov. 8, 1917. Discharged July 14, 1919. Asst. to Officer in Chg. Constr., and Officer in Chg. Constr., Hazlehurst and Mitchel Fields.

WILCOX, ERNEST HARDWICK
Entered service Sept. 7, 1917, as Capt., E. O. R. C.; Overseas service Sept. 18, 1918–June 20, 1919. Discharged July 28, 1919. C. O., 543d Engrs.; with 603d Engrs. One star.

WILD, HERBERT JOSEPH
Entered service May 5, 1917; Capt., E. O. R. C., Feb. 12, 1917; Maj., Engrs., N. A., July 20, 1918. Office, Chf. of Engrs.; Instr., 2d training camp; attached 305th Engrs.; with 3d Engrs. in Canal Zone; with 220th Engrs.; Prof. of Military Science, Missouri School of Mines.

WILGUS, HERBERT SEDGWICK
Entered service Sept. 10, 1918, as Maj., Engrs., U. S. A. Discharged Dec. 18, 1918. Bn. Comdr., 138th Engrs.

WILGUS, WILLIAM JOHN
Entered service May 10, 1917; Maj., E. O. R. C., Feb. 16, 1917; Col., R. T. C., N. A., Oct. 26, 1917. Overseas service May 14, 1917–Jan. 1, 1919. Discharged Jan. 2, 1919. Member Military Ry. Comm. to England and France; Director of Rys., A. E. F.; Deputy Director Gen. of Transportation, A. E. F. Distinguished Service Medal; Officier, Legion d'Honneur.

WILLARD, GEORGE THOMPSON
Entered service Dec. 13, 1917, as Pvt., Engrs., N. A.; Sgt., Engrs., U. S. A., Aug., 1918. Overseas service May 7, 1918–July 6, 1919. Discharged July 11, 1919. With 318th Engrs.,; Instr., 3d Corps School, A. E. F.

WILLARD, NORMAN
Entered service Sept. 25, 1917; Capt., Engrs., N. A., Aug. 25, 1917; Overseas service Mar. 22, 1918–Aug. 1, 1919. Discharged Aug. 22, 1919. Co. Comdr., 510th Engrs.; Personnel Adj. to Sec. Engr., Base Sec. No. 1, A. E. F.; Executive Officer, A. T. S., Antwerp, Belgium.

WILLCOMB, GEORGE EDWARD
Entered service Aug. 19, 1918, as Capt., Q. M. C., Constr. Div., U. S. A. Discharged Mar. 25, 1919. Asst. to Utilities Officer, Camp Wadsworth.

WILLCOX, HENRY
Entered service Apr. 22, 1918, as 1st Lt., Q. M. C., Constr. Div., N. A.; Capt., Q. M. C., Constr. Div., U. S. A., Sept. 5, 1918. Discharged Jan. 14, 1919. Asst. to Const. Q. M., Augusta Arsenal Depot, Mechanical Repair Unit No. 305, and Ft. McPherson.

WILLIAMS, ALAN FRANK
Entered service June 13, 1917, as Pvt., Engr. R. C.; M. E., Sr. Grade, Engrs., N. A., July 15, 1917; 2d Lt., Engrs., N. A., Mar. 17, 1918. Overseas service Aug. 9, 1917–Apr. 28, 1919. Discharged June 6, 1919. With 18th Engrs. on dock and railroad constr. in Base Sec. No. 2, A. E. F.; graduate, Army School of the Line and Gen. Staff College, Langres, France.

WILLIAMS, GARDNER STEWART
Entered service July 22, 1917; Maj., E. O. R. C., Jan. 23, 1917. Relieved from active service Dec. 17, 1917; resigned Apr. 19, 1918. On Const. Q. M. staff, Camp Beauregard; Bd. to appraise damages, Camp Beauregard; Constr. Div. H. Q., Washington, D. C.

WILLIAMS, GEORGE DAVID
Entered service May 1, 1918; Capt., Engrs., N. A., Feb. 9, 1918. Overseas service Oct. 26, 1918–July 7, 1919. Discharged July 14, 1919. With 548th Engrs. on forestry and highway work in Cote d'Or, France.

WILLIAMS, SAMUEL WALTER
Entered service Sept. 2, 1917, as Capt., Engrs., N. A.; Maj., Engrs., N. A., Dec. 30, 1917. Overseas service June 25, 1918–Jan. 25, 1919. Discharged Jan. 30, 1919. With 315th Engrs.; Asst. to Div. Engrs., 90th Div.; C. O., 531st Engrs.; with Sec. Engr., Intermediate Sec. West, A. E. F.

WILLIAMSON, HARRY
Entered service Jan. 3, 1915, as Lt., Royal Engrs., British Army; Capt., Royal Engrs., Dec. 15, 1917; Maj., Royal Engrs., June 1, 1918. Overseas service Jan. 3, 1916–Aug. 30, 1919. Released from active service Sept. 1, 1919. With 120th Co. and 272d Ry. Co. in Ypres Sector, and with Egyptian Expeditionary Force in ry. constr. Mentioned in despatches. Wounded once.

WILLIAMSON, LEE HOOMES
Entered service June 17, 1918, as Lt., Engrs., N. A. Overseas service June 30, 1918–Apr. 1, 1919. Discharged Apr. 5, 1919. Co. Comdr., 55th Engrs.; Asst. Supply Officer, Intermediate Sec. West, A. E. F.; Co. Comdr., 122d Engrs.; Engr. Officer in chg. constr. Belgian Camp, Le Mans, France.

WILLIAMSON, SYDNEY BACON
Entered service June 18, 1918, as Lt. Col., Engrs., N. A.; Col., Engrs., N. A., Sept. 19, 1918. Overseas service July 8, 1918–Mar. 20, 1919. Discharged Mar. 21, 1919. Sec. Engr., Intermediate Sec. West, and Paris Dist., A. E. F.

WILLIAR, HARRY DUGAN, JR.
Maj., Engrs., U. S. A., A. E. F.*

WILLIS, WALTER JOHN
Entered service Apr. 6, 1917, as Lt, N. N. V. Released from active service Dec. 31, 1919. Engr. Aide to Industrial Mgr., Navy Yard, New York; Outside Ship Supt., Machinery Div., Navy Yard.

WILSON, EDBERT CARSON
Entered service June 12, 1918; Capt., Engrs., N. A., June 7, 1918. Overseas service Sept. 29, 1918–May 2, 1919. Discharged May 14, 1919. Co. Comdr., 2d Engrs. Training Regt. Camp Humphreys; Co. Comdr. 211th Engrs., Camp Forrest; Water Supply Officer, 2d Army Corps; special duty with Water Supply Officer, 9th British Corps; Co. Comdr., 114th Engrs.

WILSON, EVERITT WYCHE
Entered service Aug. 25, 1917, as Capt., Engrs., N. A. Overseas service Mar. 22, 1918–Sept. 9, 1919. Discharged Sept. 25, 1919. In chg. of water supply operation, Base Sec. No. 1, A. E. F.; attached to 17th Engrs.

WILSON, HARRY PERCIVAL
Capt., Engrs., U. S. A., A. E. F.*

WILSON, LOUIS ARTHUR
Entered service Oct. 4, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 3, 1918. Co. Comdr., 417th Engrs, in training.

WILSON, NORMAN KENNETH
Entered service Dec. 12, 1917; 2d Lt., A. S., N. A., Nov. 24, 1917. Overseas service Jan. 24, 1918–Dec. 11, 1918. Discharged Dec. 22, 1918. With 473d Aero Squadron; Water Supply constr. Romsey, England, A. S. Camp; in chg. constr., water supply, sewage disposal, railroads, and airdrome at Rustington, England.

WILSON, ROBERT BROWN MURPHY
Entered service May 13, 1917; Capt., Engrs., N. A., Aug. 15, 1917; Maj., Engrs., U. S. A., Aug. 26, 1918. Overseas service Sept. 9, 1918–June 27, 1919. Discharged July 24, 1919. With 311th Engrs., 86th Div.

WILSON, WILLIAM RENFREW
Entered service Apr. 24, 1915; 2d Lt., Royal Engrs., British Army, June, 1915; Capt., Royal Engrs., Jan. 16, 1916; Maj., Royal Engrs., Nov., 1916; Lt. Col., Royal Engrs., Aug., 1918. Overseas service June, 1915–Jan., 1920. Discharged Jan. 13, 1920. With 23d Field Co.; with 40th Div. as C R. E.; in Siberia with British Ry. Mission. Military Cross, Great Britain; Croix de Guerre; mentioned in despatches.

WINCHESTER, THOMAS HARRISON
1st Lt, Engrs., U. S. A.*

WING, CHARLES BENJAMIN
Entered service Sept. 2, 1917; Maj., E. O. R. C., June 14, 1917; Lt. Col., Engrs., U. S. A., Oct. 6, 1918. Overseas service Mar. 30, 1918–June 12, 1919. Discharged June 14, 1919. With 23d Engrs.; on constr. Nevers, France, railroad cut-off; directed constr. Chateauroux Storage Depot, A. E. F.; constr. and maintenance of roads, 1st Army; maintenance and reconstruction roads in St. Mihiel and Meuse-Argonne areas.

WINN, WALTER EDWARD
Entered service May 14, 1917; Maj., E O. R. C., June 19, 1917; Lt. Col., Engrs., N. A., Nov. 24, 1917. Overseas service Aug. 22, 1918–Nov. 1, 1918. Discharged Feb. 13, 1919. 2d in command and C. O., 114th Engrs.; Asst. Chf. of Staff, 39th Div. in chg. of instruction in field fortifications, hand grenades, and map reading.

WINN, WALTER SCOTT
Maj., Engrs., U. S. A.*

WINTON, WALTER FERRELL
Entered service Oct. 7, 1911, as 2d Lt., F. A., U. S. A.; Capt., F. A., U. S. A., May 15, 1917; Maj., F. A., U. S. A., July 3, 1918; Lt. Col., F. A., U. S. A., Oct. 26, 1918. Overseas service May 27, 1918–July 16, 1919. Returned to permanent rank Mar. 15, 1920. Served with 19th F. A., 5th Arty. Brig.; St. Mihiel and Meuse-Argonne offensives. Two stars.

WODRICH, OSCAR FREDERICK
Entered service July 24, 1918, as Capt., Q. M. C., Constr., Div., N. A. Discharged June 30, 1919. Const. Q. M. at Camp Jackson, Camp Gordon and Ft. Snelling.

WOLFF, HANS HERMANN
Entered service Aug. 15, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 12, 1918. C. O., 556th Engrs., Camp Humphreys; with 553d Engrs., Camp Humphreys.

WOLFF, REINHOLD BERTRAM
Entered service Aug. 13, 1918, as Capt., Engrs., U. S. A. Discharged Dec. 13, 1918. Co. Comdr., 556th Engrs., Camp Humphreys.

WONDRIES, CHARLES HENRY
Entered service Oct., 1918, as 1st Lt., Engrs., U. S. A. Discharged Dec., 1918. With 428th Engrs.

WOOD, BENJAMIN RUSSELL
Entered service Dec. 26, 1917; Capt., Engrs., N. A., 1918; Maj., Engrs., U. S. A., Oct. 10, 1918. Overseas service Feb. 7, 1918–July 29, 1919. Discharged Oct. 27, 1919. In chg. constr., Gievres, France, Intermediate Storage Depot; in chg. constr., Le Mans, France; supt. constr. Pershing Stadium.

WOOD, FREDERIC JAMES
Entered service Oct. 18, 1917; Maj., E. O. R. C., Feb. 16, 1917. Discharged Sept. 28, 1919. Engr. Officer, Curtis Bay Ord. Depot; in chg. estimates and costs, Ord. Sec., Constr. Div.; Superv. Acquisition Officer on purchase of army camp sites.

WOODARD, WILKIE
Entered service May 8, 1917; Capt., E. O. R. C., Apr. 16, 1917. Overseas service Jan. 29, 1918–July 5, 1919. Discharged July 8, 1919. With 316th and 35th Engrs.; supt. tracks, car shops, La Rochelle, France; designed and superintended constr. Camp Lusitania, Base Sec. No. 4, A. E. F.; attached to Div. of Constr. and Forestry, A. E. F.; attached to Business Mgr., Transportation Dept., S. O. S., A. E. F.; Engr. of Constr., various embarkation areas.

WOODLE, BERNON TISDALE
Entered service May 15, 1917; Capt., Engrs., E. O. R. C., Aug. 15, 1917. Overseas service Oct. 30, 1918–Feb. 4, 1919. Discharged Feb. 12, 1919. With 305th Engrs, Camp Lee; in chg. Engr. Depot No. 7; Intelligence Officer and C. O., H. Q. Co., Camp Humphreys; attached to Div. Military Eng. and Engr. Supplies, S. O. S., A. E. F.

WOODRUFF, CHARLES WILLIAM
Entered service Sept., 1918, as 1st Lt., Engrs., U. S. A. Discharged Mar., 1919. With 403d Engrs., Camp Humphreys.

WOODRUFF, GLENN BARTON
Entered service Sept. 2, 1917; 1st Lt., E. O. R. C., July 6, 1917. Overseas service June 15, 1918–Feb. 12, 1919. Discharged Feb. 14, 1919. With 32d Engrs. in gen. constr., and Asst. Engr. Supply Officer, Base Sec. No. 2, A. E. F.

WOODWARD, EDWIN CARLTON
Capt., Engrs., U. S. A., A. E. F.*

WOODWARD, FRANK COY
Entered service July 27, 1918, as 1st Lt., Engrs., N. A. Discharged Jan. 5, 1919.

WOOLWORTH, WENDELL HOWARD
Entered service Nov. 30, 1916, as 2d Lt., Inf., U. S. A.; Capt., Inf., U. S. A., Aug. 16, 1917; Maj., Inf., N. A., Aug. 6, 1918. Overseas service June 12, 1917–Nov. 16, 1918. Co. Comdr., 28th Inf.; Brig. Adj., 2d Brig., 1st Div.; Asst. to Chf. of Staff, 3d Div. Three divisional citations. Eight stars. Wounded Oct. 7, 1918.

WOOTEN, WILLIAM PRESTON
Entered service June 15, 1894; through all grades in C. of E., U. S. A., to Col., May 10, 1917. Overseas service July 22, 1917–July 25, 1919. C. O., 14th Engrs.; Chf. Engr., 3d Army Corps; Chf. Engr., 3d Army. Distinguished Service Medal. Commander St. Michael and St. George, Great Britain. Six stars.

WRIGHT, EDWARD
Entered service Aug. 23, 1918, as Capt., San. C., U. S. A. Discharged Feb. 11, 1919. Instr. School of San. Eng., Camp Greenleaf; Camp San. Engr., Camp Benning.

WRIGHT, FREDERICK
Cpl., Inf., U. S. A.*

WRIGHT, JESSE BERNARD
Entered service Oct. 25, 1918, as Capt., Engrs., U. S. A. Discharged Feb. 17, 1919. With 428th Engrs., Camp Cody; E. O. T. S., Camp Humphreys.

WRIGHT, JOHN BERTRAM
Entered service May 5, 1917; Capt., Engrs., N. A., Oct. 4, 1917. Discharged Jan. 29, 1919. Co. Comdr., 45th, 520th and 209th Engrs.

WRIGHTSON, WILLIAM DAUGHERTY
Entered service Aug. 8, 1917, as Maj., San C., N. A.; Lt. Col., San. C., N. A., Feb. 13, 1918; Col., San. C., U. S. A., Aug. 23, 1918. Discharged Jan. 31, 1919. Organized and became Chf., San. C., U. S. A.

YATES, SHELDON SMITH
F. A. O. T. C., U. S. A.*

YEO, WILLIAM HERBERT WATT
Capt., Engrs., U. S. A.*

YEREANCE, ALEXANDER WOODWARD
Entered service May 12, 1917; 2d Lt., E. O. R. C., Jan. 15, 1917; 1st Lt., Engr. R. C., Dec. 31, 1917; Capt., Engrs., U. S. A., Oct. 23, 1918. Overseas service May 25, 1918–June 4, 1919. Discharged June 13, 1919. Co. Comdr., 305th Engrs. Three stars.

YOST, HOWARD McCLYMONDS
Entered service May 8, 1917, as Capt., E. O. R. C.; Maj., Engrs., N. A., July 23, 1918. Asst. to Gen. Purchasing Officer, Gen. Engr. Depot, Washington, D. C.; Asst. Chf. Machinery and Eng. Materials Div., Office of Director of Purchase.

YOUNG, CHARLES CLINTON
Entered service Oct. 18, 1918, as 1st Lt., Engrs., U. S. A. Discharged Feb. 13, 1919. E. O. T. S., Camp Humphreys; Inventory Officer, Salvage Dept., Camp Humphreys.

YOUNG, FREDERICK CHARLES
Entered service Aug. 8, 1917, as Capt., E. O. R. C. Overseas service Aug. 22, 1918–May 2, 1919. Discharged May 30, 1919. Regtl. Adj. and Bn. Comdr., 114th Engrs.; Meuse-Argonne offensive. One star.

YOUNG, GEORGE SAMUEL

Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 7, 1917. Overseas service 1918–July 5, 1919. Discharged Sept. 20, 1919. Co. Comdr., 29th and 604th Engrs.; G–2–C, 2d Army, Executive Officer.

YOUNG, SAMUEL McCAIN

Entered service Dec. 28, 1917; Capt., Engrs., N. A., Sept. 26, 1917. Discharged Dec. 11, 1918. With 3d Engr. Training Regt., Camp Lee; Office, Chf. of Engrs.; constr. narrow gauge ry., Camp Humphreys; with 98th Engrs., Camp Leach.

ZINN, GEORGE ARTHUR

Entered service July 1, 1883; through all grades in C. of E., U. S. A., to Col. at declaration of war. Retired Sept. 10, 1919. On duty at Portland, Ore., in chg. river and harbor work and fortification constr.

MEMBERSHIP

(From December 3d, 1920, to January 6th, 1921)

ADDITIONS

MEMBERS		Date of Membership.
BAXTER, ORA GROVER. (Baxter Eng. Co.), Moore and Turner Bldg., Little Rock Ark	M. Assoc. M.	Dec. 6, 1920 Oct. 29, 1912
BERRY, HERMAN CLAUDE. Prof. of Materials of Constr., Civ. Eng. Dept., Univ. of Pennsylvania, Philadelphia, Pa.	Assoc. M. M.	Oct. 13, 1911 Dec. 6, 1920
BOUCHER, WILLIAM JAMES. Asst. Supervisor, Way and Structures Eighth Ave. R. R., 825 Eighth Ave., New York City	Assoc. M. M.	Sept. 6, 1905 Dec. 6, 1920
BROOKS, JOHN NIXON. First Asst. Engr., Hill & Ferguson, 112 East 19th St., New York City	Jun. Assoc. M. M.	Nov. 8, 1909 April 1, 1914 Dec. 6, 1920
BUXTON, EDWIN WALKER. Cons. Engr. (Evans & Buxton), 328 Simon Bldg., Shreveport, La	Assoc. M. M.	Mar. 13, 1917 Oct. 11, 1920
CAUSEY, WILLIAM BOWDOIN. Technical Adviser to Austria, Eliasabethstrasse No. 9, Vienna, Austria		Oct. 11, 1920
CHRISTIAN, CHARLES HENRY. (Christian, Schwarzenberg & Gaede Co.), 2981 East Overlook Rd., Cleveland Heights, Ohio		Nov. 9, 1920
CUMMINS, ROBERT JAMES. 203 Stewart Bldg., Houston, Tex		Nov. 9, 1920
DESMOND, THOMAS CHARLES. Pres., T. C. Desmond & Co., Inc., 26 Beaver St., New York City	Assoc. M. M.	April 7, 1915 Dec. 6, 1920
EVINGER, MORRIS IRWIN. Dept. of Civ. Eng., Univ. of Nebraska, Lincoln, Nebr		Nov. 9, 1920
FRIDSTEIN, MEYER. Pres., Treas., and Gen. Mgr., Fridstein & Co., 1753 Conway Bldg., Chicago, Ill		Dec. 6, 1920
GOETHALS, GEORGE RODMAN. Lt.-Col., U. S. A. (*Retired*); Cons. Engr., 40 Wall St., New York City	Jun. Assoc. M. M.	July 9, 1912 April 1, 1914 Dec. 6, 1920
HERON, EUGENE CHRISTOPHER. Senior Civ. Engr., Interstate Commerce Comm., Bureau of Valuation, Washington, D. C		Nov. 9, 1920
HITCHCOCK, WALTER ANDREW. Cons. Engr., 139 North Clark St. (Res., 2956 Pine Grove Ave.), Chicago, Ill.	Assoc. M. M.	Mar. 14, 1916 Dec. 6, 1920
KEIS, FRANCIS JAMES. Cons. Engr. (Norcross & Keis), 101 East Linden Ave., Atlanta, Ga		Oct. 11, 1920
LAWRENCE, RALPH JORDAN. Asst. Engr. in Chg., Bridge Dept., P. & R. Ry., 520 Reading Terminal, Philadelphia, Pa	Assoc. M. M.	April 2, 1913 Dec. 6, 1920
LEVY, AARON GRETZNER. Asst. Engr., Div. of Water, 9405 Hough Ave., Cleveland, Ohio	Assoc. M. M.	July 9, 1912 Dec. 6, 1920
MAYO, CHARLES ROBERT. Cons. Engr. (Fox & Mayo), 185 Dashwood House, New Broad St., London, E. C. 2, England		Nov. 9, 1920
MERRILL, FERRAND SEYMOUR. Engr., Toledo Plant, Am. Bridge Co., Toledo, Ohio	Assoc. M. M.	April 5, 1910 Dec. 6, 1920
MITCHELL, HARLAN MARKS. Asst. Engr., S. P. Co., 85 Second St., Room 717, San Francisco, Cal		Nov. 9, 1920
MONCUR, GEORGE. Prof. of Civ. Eng., Royal Technical Coll., Glasgow, Scotland	Assoc. M. M.	June 6, 1911 July 6, 1920

MEMBERS (*Continued*)

		Date of Membership.
NEILSON, WILLIAM HARDCASTLE. Chf. Engr., Karachi Port Trust, Karachi, India		Aug. 9, 1920
NORRIS, JOHN ALEXANDER. Member, State Board of Water Engrs., Capitol Station, Austin, Tex	Assoc. M. M.	Mar. 2, 1915 Dec. 6, 1920
PAASWELL, GEORGE. Section Engr., Public Service Comm., First Dist., 212 West Fordham Rd., New York City	Assoc. M. M.	June 18, 1918 Dec. 6, 1920
PYLE, CLYDE BEETHOVEN. With McClintic-Marshall Co., Box 1594, Pittsburgh, Pa	Assoc. M. M.	April 17, 1917 Dec. 6, 1920
REED, RALPH JOHN. Chf. Engr., Union Oil Co. of California, 1300 Union Oil Bldg., Los Angeles, Cal	Jun. Assoc. M. M.	Sept. 1, 1908 Oct. 1, 1913 Dec. 6, 1920
SAWYER, CHARLES ADRIAN, JR. With Howes Bros. Co., 321 Summer St., Boston, Mass	Assoc. M. M.	Aug. 31, 1915 Dec. 6, 1920
SCHLICK, WILLIAM JAPHIA. Drainage Engr., Eng. Experiment Station, Iowa State Coll., Ames, Iowa	Assoc. M. M.	Jan. 14, 1918 Dec. 6, 1920
SHEETS, FRANK THOMAS. Engr. of Design, State Div. of Highways, 713 South State St., Springfield, Ill	Assoc. M. M.	April 14, 1919 Dec. 6, 1920
TABLER, JUDSON GILMAN. Asst. Chf. Engr., Berthe Eng. Co., 411 East Commercial St., Charleston, Mo		Dec. 6, 1920
THORN, HARRY BELMONTE. Office Engr., Guggenheim Bros., 120 Broadway, New York City	Assoc. M. M.	Nov. 26, 1918 Dec. 6, 1920
TRACY, HERBERT HERMAN. City Engr.; Cons. Engr. (Tracy & Roberts), Norfolk, Nebr	Assoc. M. M.	April 18, 1916 Dec. 6, 1920
WARD, JASPER DUDLEY. Asst. Chf. Engr., D. L. Taylor & Co., Inc., Straitgate, Flemington, N. J	Assoc. M. M.	Mar. 13, 1917 Dec. 6, 1920

ASSOCIATE MEMBERS

ANDERS, DANIEL WEBSTER. Engr., Sales and Installation, Railways Elec. Equipment Co., The Engineers' Club, 1317 Spruce St., Philadelphia, Pa		Dec. 6, 1920
ANDERSON, WALTER SEIGFRIED. Dist. Engr., The Lakewood Eng. Co., 6519 Kimberly Ave., Chicago, Ill	Jun. Assoc. M.	Dec. 2, 1914 Dec. 6, 1920
BANKSON, ELLIS EDWIN. Asst. Engr., The J. N. Chester Engrs., Union Bank Bldg., Pittsburgh, Pa		Nov. 9, 1920
BANTA, CHESTER ERMINE. Designing Engr., Frank Hill Smith, Inc., 1031 Reibold Bldg. (Res., 102 Indianola Ave.), Dayton, Ohio		Nov. 9, 1920
BRESSANE, DARIO. Campanha, Minas, Brazil	Jun. Assoc. M.	Mar. 2, 1915 Oct. 11, 1920
BRIDGES, EARLE FISHER. 117 West 28th St., Oklahoma, Okla		Dec. 6, 1920
BROWN, THOMAS HOWARD. Dist. Engr., Standard Oil Co., San Diego, Cal		Dec. 6, 1920
BROWN, ULYSSES GRANT. Structural Engr., California & Hawaiian Sugar Refining Co., 4067 Agua Vista St., Oakland, Cal		Oct. 11, 1920
BUBLITZ, WALTER JOHN. (Funkhouser Equipment Co.) (Res., 4237 Campbell St.), Kansas City, Mo		Nov. 9, 1920
CATLETT, GEORGE FITZHUGH. San. Engr., Board of Health, Wilmington, N. C		Nov. 9, 1920
CONRAD, VERNE LOUIS. Box 435, San Antonio, Tex		Dec. 6, 1920
COOKE, CARTER BERKELEY. Room 24, Ebel Bldg., Richmond, Va		Nov. 9, 1920
COOMAN, CARL CONRAD. West Webster, N. Y		Oct. 11, 1920

ASSOCIATE MEMBERS (*Continued*)

Name and address		Date of Membership.
COXETTER, JAMES GEIGER. Maj., U. S. A., 18th Field Artillery, Camp Pike, Ark.		Dec. 6, 1920
CUTLER, OSCAR. Locating and Res. Engr., State Highway Dept., Box 101, Athena, Ore.		Aug. 9, 1920
DOBBS, OSCAR. City Engr. and City Mgr., Box 492, Clovis, N. Mex.		Dec. 6, 1920
DUNSHEE, BERTRAM KELLOGG. Res. Engr., Howe & Peters, Ross, Cal.	Jun. Assoc. M.	Nov. 3, 1915 Nov. 9, 1920
FULTON, WILBUR LEE. 2593 Evans St., Omaha, Nebr.		Oct. 11, 1920
GLADDING, RAYMOND DANIEL. Municipal Engr. (Gladding, Morrison & Ott), Box 566, Wilson, N. C.		Dec. 6, 1920
HICKS, RICHARD JOSEPH. Malanda, North Queensland, Australia.		July 6, 1920
HOPKINS, PETER FRANCIS. Mgr., Dept. of Eng., City Engr.'s Office, 703 Kellogg Ave., Ames, Iowa.		Dec. 6, 1920
HULSE, SEWARD WILLIAM. 1st Lieut., Q. M. C., U. S. A.; Const. Q. M., Camp Bragg, N. C.		Dec. 6, 1920
JEWELL, ALBERT HARTWELL. Asst. State San. Engr., State Board of Health, Lawrence, Kans.	Jun. Assoc. M.	Jan. 14, 1918 Aug. 9, 1920
JONES, KENNETH SWANK. Maj., Corps of Engrs., U. S. A., Wilson Dam, Florence, Ala.		Dec. 6, 1920
KORA, DAHYABHAI BALABHAI. State Engr., Jamnagar, Navanagar State, Kathiawar, India.		Aug. 9, 1920
LEHRBACH, HENRY GARDNER. Lieut., C. E. C., U. S. N.; Asst. Public Works Officer, Naval Base, 716 Timken Bldg., San Diego, Cal.	Jun. Assoc. M.	Jan. 14, 1916 Oct. 11, 1920
MARSH, KENNETH AMES. Engr. in Chg., Cost Estimating Dept., Brown Hoisting Machinery Co., 1269 East 82d St., Suite 2, Cleveland, Ohio		Dec. 6, 1920
NEUMAN, DAVID LEONARD. Capt., Corps of Engrs., U. S. A., 3d Engrs., Corozal, Canal Zone, Panama.	Jun. Assoc. M.	Feb. 4, 1914 Nov. 9, 1920
NICOLET, TELL WILLIAM. Landscape Archt., Morris Knowles, Inc., 1200 Jones Bldg., Pittsburgh, Pa.		Nov. 9, 1920
OPPENHEIM, NATHAN. Designer, Binalbagan Estates, Inc., 1223 Vyse Ave., New York City		Dec. 6, 1920
ORR, MALCOLM WALKER. Engr., Am. Briquet Co., Lykens, Pa.		Nov. 9, 1920
RANDOLPH, EDWARD SYDNEY. Asst. Engr., Bldg. Div., Panama Canal, Box 72, Balboa Heights, Canal Zone, Panama.		Nov. 9, 1920
RICHARDS, GEORGE JAMES. Res. Engr., Gannett, Seelye & Fleming, Inc., 1005 Ariel Bldg., Erie, Pa.		Dec. 6, 1920
ROE, CLARENCE SAGE. Prin. Asst. Bridge Engr., Michigan State Highway Comm., 720 South Washington Ave., Lansing, Mich.		Dec. 6, 1920
ROOD, CECIL L. Lucas County Surv., R. F. D. No. 4. Box 39[a], Toledo, Ohio		Nov. 9, 1920
ROWE, BERNEY ELGIN. With The Pittsburgh & Conneaut Dock Co., 807 Main St., Conneaut, Ohio.		Nov. 9, 1920
SCHWARTZ, CLARENCE HORACE. Engr., F. G. Mueller, 417 Y. M. C. A., Hamilton, Ohio.		Nov. 9, 1920
TWITCHELL, FREDERICK GEORGE. Div. Engr., Arizona Highway Dept., Superior, Ariz.		Dec. 6, 1920
UHLENDORF, EDWARD DORSCH. Engr., Report Dept., Byllesby Eng. & Managing Corporation, 1139 Winona St., Chicago, Ill.		Dec. 6, 1920

ASSOCIATE MEMBERS (*Continued*) — Date of Membership.

WEBER, ALVIN HENRY. Secy., Treas., and Chf. Engr., Henry C. Weber Constr. Co., 1611 Duplanty St., Bay City, Mich.................. Dec. 6, 1920

WEST, CHARLES HENRY. Engr. Appraiser, Federal Land Bank of Berkeley, 2733 Alcatraz Ave., Berkeley, Cal.................. Nov. 9, 1920

WILLARD, REES WELLENDORF. Engr. with City of Dallas, 1107 Dallas County State Bank Bldg., Dallas, Tex.......................... Aug. 9, 1920

WILLS, WILBUR SUMMERS. U. S. Surv. and U. S. Cadastral Engr., Neligh, Nebr.............................. Jun. April 30, 1912; Assoc. M. Dec. 5, 1920

ASSOCIATES

GOODE, RICHARD HOWARD. Vice-Pres. and Gen. Mgr., Dunbar & Sullivan Dredging Co., 2211 Dime Bank Bldg., Detroit, Mich.............. Dec. 6, 1920

JUNIORS

ALBERT, JOHN EARL. Engr., Research Dept., West Penn Power Co., 14 Wood St., Pittsburgh, Pa.............................. Aug. 9, 1920

COE, EDWARD HAROLD. 1411 East 3d St., Duluth, Minn.............. Oct. 11, 1920

CROWN, VICTOR MAX. Care, Ulen Contr. Corporation, Casilla 668, La Paz, Bolivia.. Aug. 9, 1920

EVANS, EDWARD ARTHUR. 234 North Canyon Boulevard, Monrovia, Cal. .... Dec. 6, 1920

GROSS, DEWITT CLINTON. Structural Engr. and Designer, Armour Grain Co., 208 South La Salle St. (Res., 4743 Virginia Ave.), Chicago, Ill. .... Nov. 9, 1920

SOROKIN, MARCUS. 610 Fifth Ave. Extension, Homewood Station, Pittsburgh, Pa.. Dec. 6, 1920

REINSTATEMENTS

JUNIORS — Date of Reinstatement.

THOMAS, MARVIN WATTERSON.................................... Dec. 8, 1920

RESIGNATIONS

ASSOCIATE MEMBERS — Date of Resignation.

IRISH, LELAND WESLEY.. Dec. 31, 1920

POWELL, MAURICE VERNON...................................... Dec. 31, 1920

WEST, EDWARD HAZZARD.. Dec. 31, 1920

DEATHS

CUNNINGHAM, JOSEPH HOOKER. Elected Associate Member, September 6th, 1899; Member, February 2d, 1904; died December 5th, 1920.

HILDRETH, JOHN LEWIS, JR. Elected Associate Member, December 6th, 1905; died December 3d, 1920.

HUBBARD, ISAAC WENDELL. Elected Associate Member, March 1st, 1905; Member, January 4th, 1910; died December 5th, 1920.

KING, FRANK ELMER. Elected Associate Member, November 25th, 1919; died November 17th, 1920.

LYNCH, MICHAEL LEHANE. Elected Member, May 4th, 1892; date of death unknown.

McDONOUGH, CHARLES JOSEPH. Elected Member, December 5th, 1911; died December 11th, 1920.

Packard, Ambrose. Elected Associate Member, February 4th, 1913; died December 22d, 1919.

Perrilliat, Arsène. Elected Associate Member, June 7th, 1893; Member, April 5th, 1899; died October 23d, 1920.

Rice, George Staples. Elected Member, February 1st, 1882; died December 7th, 1920.

Webster, Charles Edward. Elected Member, October 4th, 1899; died October 7th, 1920.

Wolfel, Paul Ludwig. Elected Junior, July 3d, 1889; Associate Member, July 1st, 1891; Member, November 6th, 1895; died December 28th, 1920.

Total Membership of the Society, January 6th, 1921, 9 912.

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AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

CONTENTS

DISCUSSIONS AND MEMOIRS READY FOR DISTRIBUTION

Discussions:

Progress Report of the Special Committee to Codify Present Practice on the Bearing Value of Soils for Foundations, etc.
By F. N. MENEFEE, ASSOC. M. AM. SOC. C. E.

Creeping of Railroad Rails.*
By MESSRS. HERBERT C. KEITH, JOHN LUNDIE, F. W. SKINNER, JAMES E. HOWARD, C. H. CHAMBERLIN, and VERNE LEROY HAVENS.

Bank Protection and Restoration: A Problem in Sedimentation.*
By MESSRS. D. J. BRUMLEY, L. M. ADAMS, and R. W. MACINTYRE.

Memoirs:

MEMBERS: GEORGE ELVIN DATESMAN, WILLIAM PIERSON FIELD, JOSEPH MOSS KNAP, GEORGE LEIGHTON, ARCHIBALD BYRON LUEDER, WALLACE MCGRATH, WILLIAM HARLEY MOORE, JOSEPH ALLEN POWERS, ELLIS DUNN THOMPSON.

ASSOCIATE MEMBERS: CHARLES CLAYTON HUFF.

* Sent without further request to those members who received the original paper; if others desire this discussion, a special request should be sent to the Secretary.

For Index to all Papers, the discussion of which is current,
see the back of the cover

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

SYNOPSES OF PAPERS

CONTROL OF FLOOD AND TIDAL FLOW IN THE SACRAMENTO AND SAN JOAQUIN RIVERS, CALIFORNIA*

By C. S. Jarvis,† M. Am. Soc. C. E.

This paper briefly reviews the progress made thus far toward flood control on the Sacramento and San Joaquin Rivers, California, and describes the new conditions obtaining along the lower courses of these rivers, which seem to demand the exclusion of the tidal effects from these channels.

The intricate relationship between navigation, irrigation, land reclamation, drainage, water supply, and timber preservation in this district, and the varying salinity of the Upper Bay and lower river channels are discussed, together with proposed methods of controlling the existing menace.

Essentially the paper consists of a presentation of the outstanding features of one of the most important engineering and economic problems in California, with a basic solution proposed and supported by examples and precedents.

The principal purpose of the paper is to demonstrate the necessity for a regulating dam with locks near the mouth of the combined Sacramento and San Joaquin Rivers. Data on areas and storage capacities, average yearly yields, some examples and precedents, etc., are given in an Appendix, which are of suggestive value for the discussion of the problem.

Members who desire a copy of this paper in full are requested to fill out the order blank and forward it to the office of the Secretary. The paper contains 15 pages, including 1 table, and is illustrated by 5 diagrams.

* This paper will not be presented for discussion at any meeting of the Society, but written communications on the subject are invited for distribution and publication with the paper in *Transactions*.

† Capt., 4th Engrs., U. S. A., Camp Lewis, Wash.

PARABOLIC WEIRS*

By F. W. Greve, Esq.†

This paper describes tests of parabolic weirs, which were developed to:

1.—Facilitate the use of a comparatively simple and accurate recorder for measuring the discharge.

2.—Develop a notch that would give a wider range in head for a given discharge than the rectangular opening.

3.—Produce a formula easy of computation.

A series of experiments on seven parabolic weirs was made in the Hydraulic Laboratory of Purdue University, the investigation covering a period of 9½ months. The notches were cut in ⅛-in. brass plates with the exception of one, for which the thickness was $\frac{1}{16}$ in. Three of the weirs were calibrated with the edge of the opening both beveled and unbeveled, while the remainder were tested for the former condition only.

The weirs were placed at the ends of suitable channels from which the discharge passed into a calibrated weighing tank with a capacity of 20 tons. Time was noted on a stop-watch electrically operated by the weighing scales. The elevation head

* This paper will not be presented for discussion at any meeting of the Society but written communications on the subject are invited for distribution and publication with the paper in *Transactions*.

† Asst. Prof. of Hydraulics, Purdue Univ., Lafayette, Ind.

on the weir was measured by a piezometer and at least one hook-gauge. A second hook-gauge was used in several of the tests to ascertain what drop, if any, occurred in the water surface within the channel of approach. False bottom and sides were used in the channel to produce a wide range in the velocity of approach.

Calibration tests were also conducted on a recorder that indicated the quantity of water passing through the weir for a given period of time. The device was operated by a float, quantities being indicated on both a chart and a counter. The error in the meter was less than 1 per cent.

The results of the investigation indicate that:

1.—The parabolic weir is one of the best types developed and is adaptable to a wide range of conditions.

2.—The actual rate of discharge can be computed by the formulas:

$$q = hk^2, \text{ and}$$

$$q = C\frac{\pi}{4}\sqrt{2\,g}\,\sqrt{2\,p}\,h^2$$

where q is the actual rate of discharge, in cubic feet per second; h is the elevation head, in feet; k is a constant for any given weir with beveled notch; C is the coefficient of discharge; $\pi = 3.1416$; $g = 32.16$ ft. per sec. per sec.; and p is a constant in the equation of a parabola, $x^2 = 2py$.

3.—The parabolic weir is adaptable to a simple and accurate meter for measuring the discharge.

4.—The values of the constant, k, can be accurately predicted for any given value of p.

Members who desire a copy of this paper in full are requested to fill out the order blank and forward it to the office of the Secretary. The paper contains 24 pages, including 4 tables, and is illustrated by 13 diagrams and 2 half-tones.

PAPERS FOR DISTRIBUTION

"CONTROL OF FLOOD AND TIDAL FLOW IN THE SACRAMENTO AND SAN JOAQUIN RIVERS, CALIFORNIA." C. S. JARVIS.

"PARABOLIC WEIRS." F. W. GREVE, ESQ.

CURRENT PAPERS AND DISCUSSIONS

Progress Report of the Special Committee to Codify Present Practice on the Bearing Value of Soils for Foundations, etc. ....Aug., 1920
Discussion ....Jan.. 1921

"**Larger Ships, Deeper Harbors, and Better Dredges.**" A. W. ROBINSON....Aug., 1920
Discussion ....Oct., Nov., "

"**The Probable Variations in Yearly Run-Off as Determined from a Study of California Streams.**" L. STANDISH HALL....Aug., "
Discussion....Nov.. "

"**Gravity and Arch Action in Curved Dams.**" FRED A. NOETZLI....Aug., "
Discussion....Nov., Dec., "

"**Investigation of Stresses in Derricks.**" M. C. BLAND....Sept., "
Discussion ....Dec., "

"**Bank Protection and Restoration: A Problem in Sedimentation.**" W. C. CURD....Oct., "
Discussion ....Jan., 1921

"**Creeping of Railroad Rails.**" J. A. L. WADDELL....Oct., 1920
Discussion....Dec.. 1920, Jan.. 1921

"**Some Investigations and Studies in Hydraulic-Fill Dam Construction.**" J. ALBERT HOLMES ....Nov.. 1920

"**Notes on Impact.**" F. W. GARDINER....Nov.. "

PROCEEDINGS

OF THE

AMERICAN SOCIETY

OF

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VOL. XLVII—No. 2

AMERICAN SOCIETY OF CIVIL ENGINEERS FOUNDED 1852

February, 1921

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PROCEEDINGS

OF THE

AMERICAN SOCIETY

OF

CIVIL ENGINEERS

(INSTITUTED 1852)

VOL. XLVII—No. 2

FEBRUARY, 1921

Edited by the Secretary, under the direction of the Committee on Publications.

CONTENTS

NEW YORK 1921

American Society of Civil Engineers

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Special Committees

TO CODIFY PRESENT PRACTICE ON THE BEARING VALUE OF SOILS FOR FOUNDATIONS, ETC.: Robert A. Cummings, E. G. Haines, Allen Hazen, James C. Meem, Walter J. Douglas.

TO REPORT ON STRESSES IN RAILROAD TRACK: A. N. Talbot, A. S. Baldwin, G. H. Bremner, John Brunner, W. J. Burton, Charles S. Churchill, W. C. Cushing, W. M. Dawley, H. E. Hale, Robert W. Hunt, J. B. Jenkins, George W. Kittredge, Paul M. LaBach, C. G. E. Larsson, G. J. Ray, Albert F. Reichmann, H. R. Safford, Earl Stimson, F. E. Turneaure, J. E. Willoughby.

ON HIGHWAY ENGINEERING: H. Eltinge Breed, George W. Tillson, A. B. Fletcher, John M. Goodell.

ON BRIDGE DESIGN AND CONSTRUCTION: Henry B. Seaman, Howard C. Baird, J. E. Greiner, C. W. Hudson, M. S. Ketchum, B. R. Leffler, A. F. Robinson, F. E. Turneaure, J. R. Worcester.

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M. every day, except Sundays, New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

HEADQUARTERS OF THE SOCIETY—33 WEST THIRTY-NINTH STREET, NEW YORK.

TELEPHONE NUMBER......................4600 Vanderbilt.
CABLE ADDRESS......................"Ceas, New York."

Vol. XLVII. FEBRUARY, 1921. No. 2.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PROCEEDINGS

This Society is not responsible for any statement made or opinion expressed in its publications.

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS

OF THE SOCIETY

SIXTY-EIGHTH ANNUAL MEETING*

January 19th, 1921.—The meeting was called to order at 10 A. M. in the Auditorium of the Engineering Societies Building; President Arthur P. Davis in the chair; Herbert S. Crocker, Acting Secretary; and present, also, about 710 members.

The President announced the appointment of Messrs. F. B. Church, *Chairman,* C. S. Bilyeu, A. W. Carpenter, Clement E. Chase, W. T. Chevalier, W. H. Chorlton, C. E. Conover, B. L. Cushing, R. de Charms, Jr., Irving Demarest, H. S. Devlin, B. C. Donham, W. A. E. Doying, Boyd Ehle, Torris Eide, A. C. Everham, J. F. Fairchild, S. E. Fairchild, Jr., Felder Furlow, R. R. Graham, W. G. Grove, N. C. Grover, H. P. Hammond, George P. Janes, J. M. Johnson, C. A. McCullough, A. B. McGrew, F. R. McMillan, David Meriwether, Jr., F. H. Newell, C. W.

* A full account of the Sixty-eighth Annual Meeting is printed on pages 175 to 216 of this number of *Proceedings.*

Ogden, George Paaswell, George Perrine, B. B. Priest, P. J. Reich, Samuel I. Sacks, J. A. Sargent, L. H. Shoemaker, F. L. Stearns, J. S. Swindells, H. S. Van Scoyoc, A. Travers-Ewell, J. E. Wadsworth, J. J. Walker, and T. S. Williams, as Tellers to canvass the Ballot for Officers for the ensuing year.

The Annual Report of the Board of Direction, and the Annual Reports of the Secretary and of the Treasurer* for the year ending December 31st, 1920, were presented and accepted.

The Acting Secretary read a report of the Committee to Recommend the Award of Prizes†, and announced that the medals and prizes for the year ending July, 1920, had been awarded by the Board of Direction in conformity with that report, as follows:

THE NORMAN MEDAL to Paper No. 1426, "The Economics of Steel Arch Bridges", by J. A. L. Waddell, M. Am. Soc. C. E.

THE J. JAMES R. CROES MEDAL to Paper No. 1461, "Arched Dams", by B. A. Smith, M. Am. Soc. C. E.

THE THOMAS FITCH ROWLAND PRIZE to Paper No. 1460, "Revision of the Niagara Railway Arch Bridge", by Charles Evan Fowler, M. Am. Soc. C. E.

THE JAMES LAURIE PRIZE to Paper No. 1435, "Water Supply for the Camps, Cantonments, and Other Projects Built by the Construction Division of the United States Army", by Dabney H. Maury, M. Am. Soc. C. E.

THE COLLINGWOOD PRIZE FOR JUNIORS to Paper No. 1427, "Verification of the Bazin Weir Formula by Hydro-Chemical Gaugings", by Floyd A. Nagler, Jun. Am. Soc. C. E.‡

The Acting Secretary presented the report of the Tellers appointed by the Board of Direction to canvass the Final Suggestions for Members of the Nominating Committee, to represent certain districts, and the following were appointed to serve for two years:

W. T. Chevalier........................	Representing	District	No.	1
A. L. Johnson........................	"	"	"	3
J. H. Van Wagenen..................	"	"	"	5
G. H. Tinker........................	"	"	"	6
F. E. Weymouth....................	"	"	"	10
J. H. Brillhart......................	"	"	"	11
Thomas H. Means..................	"	"	"	13

Robert A. Cummings, Vice-President, Am. Soc. C. E., Chairman of the Special Committee to Codify Present Practice on the Bearing Value of Soils for Foundations, etc., presented a progress report,§ which, on motion, duly seconded and carried, was accepted and the Committee continued.

Arthur N. Talbot, Past-President, Am. Soc. C. E., Chairman of the Special Committee to Report on Stresses in Railroad Track, presented a brief progress report.‖ This was accepted, and on motion, duly seconded and carried, the Committee was continued.

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* For these reports see pages 275 to 286.

† See page 176.

‡ Mr. Nagler was elected Associate Member on May 13th, 1918, after this paper was written.

§ See page 9 of Papers and Discussions.

‖ See *Proceedings*, Am. Soc. C. E., December, 1920, p. 916.

The Acting Secretary read a brief progress report* of the Special Committee on Highway Engineering submitted by its Chairman, H. Eltinge Breed, M. Am. Soc. C. E. On motion, duly seconded and carried, the report was received and the Committee continued.

C. W. Hudson, M. Am. Soc. C. E., a member of the Special Committee to Consider and Recommend for Adoption a Specification for Bridge Design and Construction, in the temporary absence of its Chairman, Henry B. Seaman, M. Am. Soc. C. E., reported progress in the work of that Committee, and the Committee was continued.

C. E. Grunsky, M. Am. Soc. C. E., reported progress in the work of the Alfred Noble Memorial Committee, of which Onward Bates, M. Am. Soc. C. E., is Chairman. The Committee was continued.

Leonard Metcalf, Vice-President, Am. Soc. C. E., presented the reports of the Committee on External Relations and the Committee of Past-Presidents, together with the resulting action of the Board of Direction.†

Peter Junkersfeld, M. Am. Soc. C. E., presented the report of the Committee on Referred Amendments. On motion, duly seconded and carried, action on this report was then deferred until after the consideration of certain new amendments to the Constitution which had been offered and sent to the membership under date of December 4th, 1920. There ensued a parliamentary discussion on motions and substitute motions to refer these amendments either to a committee to report later to the meeting, or to the Committee on Referred Amendments. After considerable discussion, it was finally moved, seconded and carried, that all the pending amendments, including those postponed from the Portland, Ore., Convention as well as the new amendments, should be sent to letter-ballot with the recommendation that they be not adopted.

On motion, duly seconded and carried, the Committee on Referred Amendments was continued in order to submit a new Constitution and By-Laws to the Society in time to be considered at the next Annual Convention. During the consideration of this motion, a proposed amendment to increase the representation on this committee was defeated.

The Acting Secretary announced the election of the following candidates on January 17th, 1921:

As Members

John Bakewell, Jr., San Francisco, Cal.
George William Chickering, Boston, Mass.
Walter Abbott Conley, New York City.
Richard Barnett Derickson, Washington, D. C.
Laurence Monroe Klauber, San Diego, Cal.
William Chester Morse, Seattle, Wash.
James Munn, Denver, Colo.
Hamilton Morton Stephens, Detroit, Mich.
Walter Augustus Sumner, New York City.
Perry Thompson, Yonkers, N. Y.
Boynton Stephen Voorhees, New York City

* See page 178.
† See page 208.

As Associate Members

James Macfarlane Angle, Pittsburgh, Pa.
Frank Bagge, New York City
William Chris Emil Becker, St. Louis, Mo.
Clinton Linus August Bockemohle, Kansas City, Mo.
Claude Brigham Boynton, Great Falls, Mont.
George Reitzle Brooks, Cheltenham, Pa.
Arthur Richmond Carver, Cleveland, Ohio
James Burleigh Cheney, New York City
Alfred Henry Clarke, St. Louis, Mo.
Cuthbert Powell Conrad, Madison, Wis.
Thomas Charlton Davis, Cleburne, Tex.
John Francis Deeds, Washington, D. C.
Albert Diamant, Tocopilla, Chile
George Albert Dornbush, Pittsburgh, Pa.
Charles Edson Douglas, Yankton, S. Dak.
Glenn Drury Douglass, Little Rock, Ark.
Daniel Dull, Columbus, Ga.
Frederick Warren Ely, Pittsburgh, Pa.
Carl Allen Friedmann, Los Angeles, Cal.
Francis de Sales Friel, Philadelphia, Pa.
Howard Babcock Gates, Los Angeles, Cal.
George Willis Hamlin, Cleveland, Ohio
Caspar Wistar Haupt, Chicago, Ill.
Theodore Bogvad Host, Stockholm, Sweden
Cornelius Jacoby, Washington, D. C.
Marion den Herder Kolyn, Philadelphia, Pa.
John Harold MacKinnon, New York City
Malcolm Jones Macnabb, Philadelphia, Pa.
George Brewer McClary, Chicago, Ill.
Francis Conover McMillan, Pasadena, Cal.
Francis Douglas Mahone, San Francisco, Cal.
Coleman Brown Mark, Harrisburg, Pa.
Juan Gabriel Molina, Merida, Yucatan, Mexico
Jack Moskowitz, Portland, Ore.
Arthur Leonard Mullergren, Kansas City, Mo.
Clarence Eugene Myers, Philadelphia, Pa.
Harry Nagin, Brooklyn, N. Y.
Charles Louis Nord, New Haven, Conn.
Edward Culloden Panton, King Hill, Idaho
Maurice Parsons, Atlanta, Ga.
George Frederick Pfeiffer, East Akron, Ohio
John William Pickworth, New York City
Clyde Arthur Plaskett, Madison, Wis.
Edward Pollitt, Philadelphia, Pa.
Rasmus Rasmussen, Portland, Ore.
John George Reinke, Dayton, Ohio

Sydney Lionel Rothery, Calexico, Cal.
Raymond Pool Scatterfield, Dallas, Tex.
Gustav Schirmer, Chicago, Ill.
Edward Clever Seibert, Washington, D. C.
Nils Otto Sjolander, Omaha, Nebr.
Harry Thomas Spengler, Easton, Pa.
George Perrcy Springer, Washington, D. C.
Ernest Joseph Straub, Kansas City, Mo.
Henry Taft Strong, Pittsfield, Mass.
Theodore Richard Sucher, New Haven, Conn.
Clinton George Tolley, New York City
George Frederick Unger, Buffalo, N. Y.
Kenneth Quinton Volk, Los Angeles, Cal.
Fred Von Roy, Jr., Rainelle, W. Va.
Robert Garnett Waggener, Dallas, Tex.
Melvin Delano Williams, Ogden, Utah
Ernest Laverne Wolf, Vallejo, Cal.
Harvey Henry Wonning, Massillon, Ohio
Owen Zelotes Wrenn, Charlotte, N. C.
William Walter Zass, Jr., Chicago, Ill.

As Associates

Duncan Cayre Smith, East St. Louis, Ill.

As Juniors

Malcolm Boyd Arthur, Lima, Peru.
Eugenio Cosculluela y Barreras, Havana, Cuba
Albert Dick, New York City
Samuel Sinclair Elkins, Allston, Mass.
Charles Siegle Franzen, Philadelphia, Pa.
Edwin Fish Gould, Madison, Wis.
Arthur Irving Heim, Meridian, Miss.
Howard Adams Hubbell, Ann Arbor, Mich.
Jacob Leon Lenovitz, Lock Haven, Pa.
Percival Arthur Martin, Newark, N. J.
Harry Helmuth Meyer, New York City
Donald Irving Seymour, San Francisco, Cal.
Patrick Henry Tansey, Corvallis, Ore.
Walton Staley Wicker, Atlanta, Ga.

The Acting Secretary announced the transfer of the following candidates on January 17th and 18th, 1921:

From Associate Member to Member

Percival Stevens Baker, Langhorne, Pa.
Charles Norton Boult, Westport, New Zealand
Norman Butler Conway, Yuma, Ariz.
Edward Jean Bernard de Mey, Pittsburgh, Pa.
Edmund Joseph Fitzmaurice, Philadelphia, Pa.

Ralph Justin Fogg, Bethlehem, Pa.
Sylvan Earle Ganser, St. Paul, Minn.
Stuart Chapin Godfrey, Florence, Ala.
Cleves Harrison Howell, Denver, Colo.
Thomas Keith Legare, Columbia, S. C.
Roger Barton McWhorter, Hamilton, Ohio
Isaac Solon Matlaw, New York City
Jonathan Rhodes Smith, Bethlehem, Pa.
John Davidson Spinks, Salem, N. C.
Richards Merle Strohl, Winston-Salem, N. C.
Cleophus Swecker, Philippi, W. Va.
Fred Tarrent, Springfield, Ill.
Ephraim Martin Vail, Plainfield, N. J.
Allan John Wagner, Sacramento, Cal.
Harry Artemas Wells, Hanover, N. H.
Lazarus White, New York City
Paul Page Whitman, New York City
Dana Melvin Wood, Boston, Mass.

From Junior to Associate Member

Leo Murry Arms, Peoria, Ill.
Arthur Taylor Bragonier, Morgantown, W. Va.
Harold Follmer Bucher, Pittsburgh, Pa.
Michael Joseph Burke, Seattle, Wash.
Karl McCortle Cosgrove, Cambridge, Ohio
Norman Arthur Deiser, Brooklyn, N. Y.
Leslie Standish Hall, Oakland, Cal.
Alvin Arthur Horwege, Reno, Nev.
Harvey Stone Johnson, Utica, N. Y.
William John Krefeld, New York City
Frederick George Merckel, Morsemere, N. J.
Toshiyuki Okubo, Youngstown, Ohio
John Sanford Peck, New York City
Alfred Rheinstein, New York City
Seaton Schroeder, Jr., Montclair, N. J.
Harlowe McVicker Stafford, Corcoran, Cal.
Uel Stephens, Ballinger, Tex.
Charles William Van Dyke, New York City
John Wagner, Jr., Philadelphia, Pa.
Chauncey Earl Webb, Gary, Ind.
Theodore Ladd Welles, Jr., Cleveland, Ohio

The Acting Secretary announced the following deaths:

Adolph Eugene Schneeweiss, of Paterson, N. J., elected Member, October 5th, 1909; died December 25th, 1920.

George Steele Skilton, of Rockville Center, N. Y., elected Member, September 7th, 1881; died January 10th, 1921.

J. P. H. Perry, M. Am. Soc. C. E., Chairman of the Committee of Arrangements, outlined the details of the various inspection trips and excursions* arranged by the Committee for the entertainment of the members on Wednesday afternoon and Thursday.

The President announced the receipt from *Engineering News-Record* of an offer of $2 000 for the establishment of a permanent Memorial to the late Arthur M. Wellington, M. Am. Soc. C. E., and its acceptance by the Board of Direction.† He also announced a request for a meeting of members of all committees formed for the purpose of securing the appointment of an engineer to the Interstate Commerce Commission.

After announcement by the President that the Tellers were not yet ready to report, on motion, duly seconded and carried, as amended, the meeting recessed until 1.15 P. M.

FIRST AFTERNOON SESSION.

The meeting was called to order at 1.15 P. M. in the Auditorium; President Davis in the chair; Herbert S. Crocker, Acting Secretary; and present, also, about 650 members.

The President announced that the Tellers appointed to canvass the Ballot for Officers had not yet completed their work.

Mr. Perry announced that, in view of the great number of inquiries as to the name of the speaker to address the members at the Annual Smoker, the Committee of Arrangements had decided to change the plan of withholding the announcement, as first contemplated, and to state that the speaker would be Mr. Francis H. Sisson, Vice-President of the Guaranty Trust Company, New York City.

On motion, duly seconded and carried, the meeting recessed until 2.30 P. M.

SECOND AFTERNOON SESSION.

The meeting was called to order at 2.30 P. M., in the Auditorium; President Davis in the chair; Herbert S. Crocker, Acting Secretary; and present, also, about 850 members.

The President announced that the report of the Tellers was not ready, and called for any new business. None being offered, he then discussed briefly some of the fundamental principles of agreement to which all members, regardless of other differences, could subscribe, and urged a spirit of harmony whatever the result of the pending ballot might be.

Charles Hansel, M. Am. Soc. C. E., requested the benefit of discussion of the situation regarding the appointment of an engineer to the Interstate Commerce Commission, for the information of the Committee of the Society, of which he is Chairman, appointed to join with committees of other Societies in this endeavor. Alexander C. Humphreys, M. Am. Soc. C. E., discussed the subject, and urged the Society to strive persistently for this form of recognition of the Profession.

The President invited Vice-President Metcalf to report to the meeting, for its information, the action taken by the Committee on Special Committees in regard to a proposal that the Society should take active part in the work of highway

* See page 217.

† See page 166.

research and the improvement of public roads. Mr. Metcalf explained the situation, and read letters* from Hunter McDonald, Past-President, Am. Soc. C. E., and John M. Goodell, Assoc. Am. Soc. C. E., on the subject. He also read the report† of the Committee on Special Committees as submitted to the Board of Direction, and reported its adoption by the Board.

The President presented the report of the Tellers appointed to canvass the Ballot for Officers for the ensuing year, and announced the election of the following:

President, to serve one year:

George S. Webster, Philadelphia, Pa.

Vice-Presidents, to serve two years:

Andrew M. Hunt, New York City
Edward E. Wall, St. Louis Mo.

Treasurer, to serve one year:

Otis E. Hovey, New York City

Directors, to serve three years:

John P. Hogan, New York City
Ira W. McConnell, New York City
Richard L. Humphrey, Philadelphia, Pa.
Baxter L. Brown, St. Louis, Mo.
Frank T. Darrow, Lincoln, Nebr.
George G. Anderson, Los Angeles, Cal.

Messrs. J. Waldo Smith and Allen Hazen, Members, Am. Soc. C. E., were appointed a Committee of two to escort President Webster to the chair.

Mr. Webster addressed the meeting briefly.

On motion, duly seconded and unanimously carried, the meeting recorded its appreciation of the manner in which Mr. Davis had presided over its sessions. Past-President Davis responded briefly.

Adjourned.

February 2d, 1921.—The meeting was called to order at 8 P. M.; Vice-President Francis Lee Stuart in the chair; Herbert S. Crocker, Acting Secretary; and present, also, 243 members and guests, including several ladies.

The minutes of the meeting of January 5th, 1921, were approved as printed in *Proceedings* for January, 1921.

M. J. McPike, Assoc. M. Am. Soc. C. E., moved that there be spread on the minutes of this meeting a formal expression of appreciation of the excellent manner in which the entertainments and excursion trips at the Annual Meeting of the Society had been arranged, and that especial mention be made of the entertainment furnished by the Metropolitan Life Insurance Company. This motion was duly seconded and unanimously carried.

John Lyell Harper, M. Am. Soc. C. E., Vice-President and Chief Engineer of the Niagara Falls Power Company, gave an interesting address on the subject

* See pages 210 and 212.

† See page 158.

"Construction of the World's Largest Hydro-Electric Units". He described in detail the lastest plant of the Company, in which are installed three 40 000 h.p. units, and gave an informal brief history of the power developments at Niagara Falls, illustrated by lantern slides and colored moving pictures. The subject was discussed by T. Kennard Thomson, M. Am. Soc. C. E.

The Acting Secretary announced the following deaths:

David Carlisle Humphreys, of Lexington, Va., elected Member, November 2d, 1887; died January 11th, 1921.

William Harper Robinson, of Novato, Cal., elected Member, March 1st, 1910; died December 29th, 1920.

M. Everhart Smith, of New York City, elected Member, May 7th, 1879; died January 24th, 1921.

Anthony George Armstrong, of Philadelphia, Pa., elected Associate Member November 9th, 1920; died January 24th, 1921.

Adjourned.

OF THE BOARD OF DIRECTION

(Abstract)

January 17th, 1921.—The Board met at 10.02 A. M., at the Headquarters of the Society; President Davis in the chair; H. S. Crocker, Acting Secretary; and present, also, Messrs. Clark, Cummings, Curtis, Elwell, Fort, Greene, Grunsky, Henny, Herschel, Hoyt, Hudson, Ketchum, Marx, Metcalf, O'Connor (came in at 10.25), Pegram, Stuart (came in at 10.20), Talbot, Tuttle, and Wall.

The minutes of the meetings of the Board of Direction held November 9th and 10th and December 6th, 1920, were approved.

The President appointed Messrs. Cummings, Wall and Greene as Tellers to canvass the Membership Ballot. The Tellers subsequently reported, and the President declared the election of candidates.*

Rules for Canvass of Ballot for Officers.

The Acting Secretary presented certain proposed rules to govern the canvass of the Ballots for Officers. On motion of Past-President Marx, seconded by Past-President Talbot, these rules were, after discussion, unanimously adopted in the following form:

1.—The count shall not begin until after the Canvassing Committee has been formally appointed by the Presiding Officer on the day of the Annual Meeting.

2.—Ballots shall be rejected from those (*a*) in arrears of dues; (*b*) whose resignations from the Society have been accepted as of December 31st of the preceding year; (*c*) who have died since voting; (*d*) who have not identified their ballots by their written signatures—lettered, stamped or printed names, initials only, or similar means of identification other than by written signature shall not be recognized.

3.—Counts of ballots which are scratched shall be made as to the candidates severally, the intention being to record the desire of the voter in so far as it shall be clearly indicated by him. Failure to vote correctly for one or more candidates will not invalidate the votes for the remaining candidates on the same ticket.

4.—Ballots need not necessarily be upon the stationery or enclosed within the envelopes furnished by the Society, so long as they comply with the provisions of the Constitution.

5.—Ballots shall be counted as a whole and not by districts.

The Committee appointed by the Board at its meeting of August 9th, 1920, to canvass the Preliminary and Final Suggestions for Members of the Nominating Committee, reported through its Chairman, George H. Clark, the final suggestions to fill vacancies in the membership of the Nominating Committee.†

Chairman Herschel presented the report of the Finance Committee dated January 17th, 1921, which was accepted and action taken as to its several items in detail.

Reports of Publication, Library, and Re-districting Committees.

A verbal report of progress was made by Mr. Elwell, Chairman of the Publication Committee.

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* See page 149.
† See page 176.

Mr. Cummings, Chairman of the Library Committee, made a verbal report of progress, including mention of a topographical map of the United States which has been presented to the Society by Director Hoyt. On motion, the thanks of the Board were extended to Mr. Hoyt.

Chairman Hoyt of the Committee on Re-districting reported that in view of the probability that amendments may be made to the Constitution involving a change in the number of districts, the Committee considers it unwise to proceed further at the present time.

On motion, this report was accepted and later the Committee was discharged.

Reports of Committee on Special Committees.

Various reports were made by the Committee on Special Committees, through its Acting Chairman, Vice-President Metcalf. These were discussed, and action taken as hereinafter set forth.

1.—The following extracts are from the report regarding the appointment of a Committee on Electrification of Steam Railways:

"December 23d, 1920.

"To the Board of Direction,
American Society of Civil Engineers.

"Gentlemen: Your Committee on Special Committees takes pleasure in submitting its report upon the desirability of the appointment of a Committee on Electrification of Steam Railroads.

"Mr. A. M. Dimock, City Engineer of Seattle, Wash., urged the appointment of such a committee with a view to the presentation to the proper railway and governmental authorities and to the public, of an accurate statement of facts concerning the extravagant waste of coal involved in the continued use of steam locomotives rather than the substitution of electric locomotives supplied with current developed by water power or central generating stations driven by steam power.

"To post itself the Committee sent to a selected list of engineers the following questionnaire:

"'November 20th, 1920.

"'Dear Sir: The suggestion has been made to the Board of Direction of the American Society of Civil Engineers that it would be desirable to appoint a Committee on the Electrification of Steam Railroads, to investigate and report to the Society on the subject.

"'The request was referred to the Committee on Committees, consisting of Mr. John W. Alvord, Prof. Anson Marston, and the writer, for consideration and report to the Board. I should value your judgment as to:

"'1.—The wisdom and expediency of the appointment of such a committee at the present time, and, if you think the appointment of such a committee desirable,

"'2.—The desirability of co-operating with like committees of other societies, giving the names of such societies if you think such co-operation desirable;

"'3.—The names of men best qualified and most available for service on such a committee;

"'4.—The scope of the investigation to be undertaken, or the limitations to be placed upon the work of the committee;

"'5.—The possible financial provision which ought to be made for the committee's activities, if you have any impressions in regard to this phase of the matter. Unfortunately the financial situation of the Society is a trying one at the present time, but this should not prevent the appointment of such a committee if the best interests of the Society will be thus subserved.'

"*Gist of Opinions Canvassed.*—From the replies received it is clear that the opinion of the men addressed is about equally divided upon the desirability, or

otherwise, of appointing such a committee. It is perhaps significant, however, to note that those who have had the most intimate recent experience with the problem do not approve the appointment of such a committee.

"Substantially all agree that if appointed the committee should co-operate with like committees of other National societies and that the scope of the work should be broad and constructive and to a great extent determined by the committee itself.

"*Societies Already Investigating the Subject.*—The following Societies already have committees actively at work upon this subject:

"American Railway Engineering Association; American Railroad Association; American Society of Mechanical Engineers; American Institute of Electrical Engineers; Superpower Survey (Mr. Murray for the U. S. Government).

"Of these, the last mentioned deserves particular reference, because of the fact that the U. S. Government itself is much interested in the investigation and has supplied the necessary funds for thorough inquiry.

"Some of the engineers addressed call attention to the desirability of suggesting the appointment of representatives of this Society upon certain of the existing committees rather than upon an independent committee.

"*Co-operation Desirable: Duplication to be Avoided.*—Your Committee is thoroughly in sympathy with the desire that the American Society of Civil Engineers should keep in touch with the times, should lend its influence to progressive development and that it should co-operate in fullest measure with other National professional societies. On the other hand, useless duplication is to be avoided and it is to be remembered that many of the members of this Society are numbered in the existing committees of other National societies working in this field, such as the American Railroad Association and the American Railway Engineering Association.

"*Recommendations.*—In view of the fact that this work will be undertaken under the new Board of Direction, and of the marked division of opinion of men of ability and experience in these matters, your Committee recommends:

"1.—That action upon this matter be referred to the incoming Board of Direction;

"2.—That copies of this report, with attached exhibits, be prepared for the members of the Board of Direction, for such assistance as they may be able to derive from them;

"3.—That if a committee be appointed it should, if possible, co-operate with existing committees already carrying on investigations in this field.

"4.—* * * (This paragraph of the report is devoted to suggestions of personnel.)

"5.—That it be remembered that if such a committee be appointed, to co-operate with other committees, or if the Society ask for the privilege of appointing additional men from its membership, to existing committees in other societies, the Society will be obligated to support the inquiry financially.

"The Committee regrets that absence in Hawaii has prevented Mr. Alvord from joining in this report.

"Respectfully submitted,

(Signed) "LEONARD METCALF, *Acting Chairman,*
"ANSON MARSTON."

On motion of Past-President Curtis, seconded and carried, the report was approved and referred to the incoming Board of Direction.

HIGHWAY ENGINEERING RESEARCH.

2.—The following report on the proposal to appoint a committee on research in problems connected with road construction, or to extend the duties of the present Committee on Highway Engineering, was presented:

"To the Board of Direction, "January 14th, 1921.
American Society of Civil Engineers.

"Gentlemen: President Davis, under date of December 15th, 1920, referred to the Committee on Special Committees a letter addressed to him by Mr. J. B. Lippincott, of Los Angeles, under date of December 9th, 1920, transmitting a memorandum from Mr. E. E. East. In this letter Mr. Lippincott called attention to the very large Government, State and Municipal appropriations for highways, the unsatisfactory manner in which the physical and financial problems involved in road construction had been handled in this country in the past, the failure to profit by earlier and comparative experience, and the desirability that the American Society of Civil Engineers appoint a special road committee, either to act on its own initiative or to co-operate with the National Research Council in making researches in this field.

"Pursuant to this request, your Committee has considered the advisability of the appointment of a new committee or the extension of the duties of the existing Special Committee on Highway Engineering, and has sounded the opinion of fifty or more members of the Society, especially well informed and active in this field of engineering.

"Your Committee reports that:

"1.—The American Society of Civil Engineers is already co-operating actively with the National Research Council, in establishing a National programme for highway research, which will fully cover the suggestions contained in Mr. Lippincott's letter.

"2.—The Society has appointed a delegate, and alternate, to serve on the Advisory Board on Highway Research, established by the National Research Council, the Chairman of which, Dean Anson Marston, of Iowa State College, is a member of the Board of Direction of this Society.

"3.—Furthermore, the American Society of Civil Engineers has three representatives on the Engineering Division of the National Research Council, which is directly charged with this investigation of road problems.

"4.—The National Research Council (Engineering Division) has already established three Highway Research Committees, to take up specific highway problems. The Chairmen of these committees (Prof. T. R. Agg, of Ames, Iowa; Mr. A. T. Goldbeck, of the Bureau of Public Roads, Washington, D. C.; and Mr. H. S. Mattimore, Engineer of Tests, Pennsylvania State Highway Commission, Harrisburgh, Pa.) are all Corporate Members of the American Society of Civil Engineers.

"5.—Any research committee of this Society would be seriously embarrassed by the inadequate financial support which the Society could give. Highway research is of such a character as to require the expenditure of large sums of money which probably must be secured in the main from the Federal and State governments, and contributions of materials and money by manufacturing corporations.

"6.—The present Special Committee on Highway Engineering of the American Society of Civil Engineers (Messrs. H. Eltinge Breed, George W. Tillson, A. B. Fletcher, and John M. Goodell) is well qualified to act as an agency for the Society, to examine, summarize and report the results of research in this field made available from time to time by the committees and agencies already working on this important problem.

"*Conclusion.*—Your Committee concludes, therefore, that it is not advisable to appoint a new committee or to enlarge the functions of the present committee to engage in independent research work. It is desirable, on the other hand, that the Society should lend its moral and, so far as possible, financial support to the work being carried on in this field, particularly that of the National Research Council, and should continue its present Committee on Highway Engineering.

* * * * * * * *

"Respectfully submitted,
(Signed) "Leonard Metcalf, *Acting Chairman*,
"Anson Marston."

On request, Vice-President Metcalf supplemented this report by reading the letters from Hunter McDonald, Past-President, Am. Soc. C. E., and John M. Goodell, Assoc. Am. Soc. C. E.

On motion of Past-President Talbot, seconded and carried, the report was approved.

Action was also taken in ordering the printing in *Proceedings* of the letters from Messrs. Hunter McDonald and John M. Goodell previously mentioned.*

Committee on Bridge Design and Construction.

3.—The following report with reference to the work of the Special Committee on Specifications for Bridge Design and Construction was presented:

"January 15th, 1921.

"To the Board of Direction,
American Society of Civil Engineers,
33 West 39th St., New York City.

"Gentlemen: Your Committee on Special Committees reports, with reference to the work of the Committee on Bridge Design and Construction, that a letter received from Mr. Henry B. Seaman, Chairman of the Committee, states that the Committee estimates the necessary expense incident to the carrying on of its work to be $3 000 ($2 000 for mileage and $1 000 for stenographic assistance, stationery, postage and other incidental expense).

"Your Committee recommends that an appropriation of $3 000 be made for the work of the Committee on Bridge Design and Construction during the year 1921, subject to the approval of the Finance Committee.

Respectfully submitted,
(Signed) "Leonard Metcalf, *Acting Chairman,*
"Anson Marston."

On motion of Past-President Marx, seconded by Vice-President Cummings, this report was accepted and its recommendations were approved.

Teaching as Qualification for Admission.

Pursuant to the action of the Board at its meeting of November 9th, 1920,† in the appointment of Messrs. Ketchum, Alvord and Marston as a committee to prepare for the consideration of the Secretary, and subsequent publication in the Year Book, the phrasing of a clause in reference to the work of "Professors" in considering qualifications of applicants for membership, the Acting Secretary presented a report by the Chairman of the Committee which, after discussion and slight revision, was adopted in the following form:

"Responsible charge in engineering teaching may be construed as responsible charge of engineering work, as required by the Constitution, Article II, Sections 2 and 3."

Annual Report of the Board.

In accordance with the action of the Board of Direction at its meeting of November 9th, 1920, in the appointment of the Chairmen of the Standing Committees of the Board to prepare the Annual Report of the Board for the year ending December 31st, 1920, there was presented in page proof a suggested report which, after the addition of a foot-note explaining the distribution of funds to

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* See pages 210 and 212.

† *Proceedings,* Am. Soc. C. E., December, 1920, p. 904.

several Committees during the year, on motion of Past-President Marx, seconded by Director Hudson, was adopted.*

Recess was taken at 1 P. M. for lunch.

AFTERNOON SESSION.

The Board reconvened at 2.30 P. M., with the same attendance as in the morning, except that Director Clark was absent, and Director Langthorn came in at 4.45 P. M.

The Committee consisting of Vice-President Metcalf and Director Tuttle, appointed at the November 9th, 1920,† meeting of the Board to co-operate with a like committee of the American Society of Mechanical Engineers with a view to the development of an Universal Code of Ethics applicable to all Engineers and Architects, presented a report descriptive of its work and containing the report‡ of the Committee of the American Society of Mechanical Engineers, and the recommendation that the matter be referred to the incoming Board for the appointment of a new committee to go on with the work.

The members of the existing Committee tendered their resignations in view of their impending retirement from the Board by virtue of the expiration of their terms of office.

On motion of Past-President Marx, the report was accepted and the Committee discharged.

MINUTES OF MEETING OF EXECUTIVE COMMITTEE.

The Acting Secretary presented the minutes of the meeting of the Executive Committee held on December 6th, 1920, extracts from which follow:

"The Executive Committee met at 4.40 P. M.; Vice-President Cummings in the chair; H. S. Crocker, Acting Secretary; and present, also, Messrs. Elwell, Herschel and Tuttle.

"The Acting Secretary presented an abstract of correspondence with the Secretary of the United Engineering Society, the Secretaries of the four Founder Societies and the representatives of the American Society of Civil Engineers on the United Engineering Society and on Engineering Council, all in regard to the proposed dissolution of Engineering Council, and suggested, for discussion, a tentative resolution embodying instructions to representatives of the Society on Engineering Council regarding the attitude of the Board of Direction on the question.

"Past-President Herschel moved that the matter be laid over until the meeting of the Board on January 17th, 1921.

"This motion was seconded by Director Elwell, and after discussion was lost by a vote of 3 to 2.

"Discussion continued, and the Secretary read in full the correspondence hereinbefore referred to. Following this, Treasurer Tuttle offered the following resolution:

"'*Whereas:* At its meeting of November 9th, 1920, the Board of Direction instructed its representatives on Engineering Council to express to Council its hope that Engineering Council will for the present continue to carry forward its work, and

"'*Whereas:* It now appears that the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers and the American Institute of Electrical Engineers may, as a consequence of their having

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* See page 275.

† *Proceedings*, Am. Soc. C. E., December, 1920, p. 906.

‡ See page 231.

joined the Federated American Engineering Societies, discontinue their participation in the work of Engineering Council,

"'*Be It Resolved:* That the representatives of this Society on Engineering Council are hereby authorized to join with a majority of the member societies in action to terminate the existence of Engineering Council at the end of the present calendar year, with the provision that in case of termination of Council the interests of this Society shall be properly secured in whatever disposition may be involved of Council's property and records.'

"This resolution was seconded by Director Elwell and adopted by the following vote: 'Ayes', Crocker, Cummings, Elwell and Tuttle; 'no', Herschel.

"Past-President Herschel requested that record be made of his position 'that the Executive Committee has no right to act in contravention to previous action of the Board of Direction.'

"Treasurer Tuttle moved that a copy of the resolution be transmitted to the representatives of the Society on United Engineering Society, which motion was seconded by Director Elwell, and carried by a vote of 4 to 1, Past-President Herschel voting in the negative.

"The Acting Secretary reported as a matter of information that he had conferred with Parker and Aaron regarding counsel fees incurred in connection with the work of the Committee on Referred Amendments, but that no definite reply had been received.

"The Acting Secretary referred to the appointment by President Davis of Messrs. H. S. Crocker, Robert Ridgway, George D. Snyder, F. A. Molitor and Lewis D. Rights as a Committee on Arrangements for the 1921 Annual Meeting, and stated that Col. Molitor had declined to serve, and expressed his fear that Mr. Rights also might not be able to serve.

"Action was taken giving the Committee authority to fill any vacancies in its membership caused by declinations.

* * * * *

"The Acting Secretary presented galley proofs of the Ballot for Officers for 1921, which, on motion of Past-President Herschel, seconded by Director Elwell, and duly carried, was approved as to form.

"Adjourned 6.20 P. M."

The Acting Secretary moved that these minutes be approved, and the action contained therein be made the action of the Board of Direction. This motion was seconded by Past-President Marx.

A discussion arose, participated in by Messrs. Grunsky, Herschel, Hoyt, Marx, Metcalf, Talbot and Tuttle, as to whether the action of the Executive Committee regarding the dissolution of Engineering Council could be construed as a reversal of the action of the Board of Direction on the same subject at its meeting of November 9th, 1920. Suggestion was made of qualified approval, but action was finally taken as follows:

Past-President Herschel moved as an amendment that the minutes are approved but they shall not be construed as creating a precedent for vote of the Executive Committee in opposition to vote of the Board passed previously. This amendment was seconded by Director Grunsky, and unanimously carried.

The original motion as amended was then put to vote and unanimously carried.

Past-President Talbot made a brief report of the last meeting of Engineering Council held in Washington, D. C., December 16th, 1921, and the Acting Secretary read a letter from Alfred D. Flinn, Secretary, reporting action taken.*

* See *Proceedings*, Am. Soc. C. E., January, 1921, pp. 7–8.

Committees on External Relations.

Reports* were presented from the Committee on External Relations and from the Committee of Past-Presidents, these Committees having been appointed by the Board of Direction at its meeting of November 9th, 1920, the former to consider and recommend to the Board its suggestions for determining and governing the external relations of this Society with other Engineering Societies, and the latter to review and transmit to the Board, with its recommendations, such report, and to give the Board the benefit of its advice on the whole subject.

Letters were read expressing the views of Messrs. Onward Bates, Hunter McDonald, and John A. Ockerson.

Treasurer Tuttle moved that the reports in question be referred to the incoming Board without recommendation. This motion was seconded by Past-President Marx, and discussed by Messrs. Cummings, Curtis, Metcalf, Pegram, Talbot, Tuttle, and Wall, following which it was carried by an "aye" and "no" vote.

Past-President Talbot moved that the Board report to the Annual Meeting its receipt of the two reports mentioned, and that it has under consideration plans whereby public and professional relations may be carried on. This motion was seconded by Treasurer Tuttle, and discussed by Messrs. Crocker, Davis, Herschel, Marx, Metcalf, Pegram, Talbot and Tuttle, and was carried by an "aye" and "no" vote.

Vice-President Metcalf moved:

"That this Board of Direction suggests to the incoming Board of Direction, in the light of the two reports just received (from the Committee of Corporate Members to Consider External Relations and from the Committee of Past-Presidents, appointed to review and transmit to the Board the former report) that it would be to the advantage of the Society to have the Board of Direction sit as a Committee of the whole on matters touching upon the external relations of the Society, at its Quarterly Meetings, and to appoint in such centers or districts, as may appear to it desirable, Local Committees to act under the Chairmanship of the member of the Board of Direction of the district upon these matters, in order that the work of the Committees and of the Society may be properly co-ordinated without undue expense to the Society."

This motion was seconded by Past-President Marx, and discussed by Messrs. Cummings, Fort, Metcalf, Stuart, Talbot, Tuttle and Wall, following which it was unanimously carried.

Appointment of Engineer to Interstate Commerce Commission.

Past-President Herschel presented a resolution authorizing the Committee appointed to take steps toward the appointment of an Engineer on the Interstate Commerce Commission to co-operate with the American Engineering Council and other societies in action toward the appointment of an Engineer on both the Shipping Board and the Interstate Commerce Commission.

This resolution was discussed by Messrs. Hoyt, Hudson, Ketchum and Stuart, and after being amended in detail, assumed the following form:

"*Resolved:* That the Special Committee appointed at the meeting of this Board of November 9th, 1920, to act in favor of the appointment of an Engineer on the Interstate Commerce Commission is hereby instructed to co-operate with American Engineering Council, or any other society, in this matter."

* See pages 181 and 185.

This resolution was unanimously adopted.

The Committee on Referred Amendments appointed by the meeting of the Board of Direction of August 12th, 1920, through the Acting Secretary, presented a progress report, with the request that it be continued.*

This report was discussed by Messrs. Crocker, Curtis, Henny, Hoyt, Ketchum, Talbot and Wall, and on motion, duly seconded, action was taken in its acceptance and the granting of the extension of time requested, with the understanding that the vacancy caused by the resignation of Mr. Franklin I. Fuller is to be filled by the Committee before proceeding further with its work.†

Final Report of Conference Committee.

The Acting Secretary presented a letter of date of January 15th, 1921, from Richard L. Humphrey, Chairman of the Joint Conference Committee, transmitting a copy of the Conference Committee's final report in incomplete form, containing the following statements:

"The accounts of the Joint Conference Committee are not complete because of some unsettled accounts which it is expected will be adjusted during the coming week.

"Although approved by them, the members of the Committee have had no opportunity to go over this report in its final form together, and since it will be possible during the Annual Meeting of the Society to do this, the report will be signed and submitted with such modifications as may be desired at that time."

On motion of Director Hoyt, duly seconded and carried, the report was laid over for consideration at another session of the Board.

Engineering Societies Service Bureau.

The Acting Secretary read the minutes of the final meeting of the Engineering Societies Service Bureau, held January 13th, 1921, as follows:

"A special meeting of the Directors of the Engineering Societies Service Bureau was held in the Board Room of Am. Inst. E. E. on Thursday, January 13th, 1921, at 11.30 A. M.; present, Messrs. Crocker, Am. Soc. C. E., Stoughton, Am. Inst. M. E., Rice, Am. Soc. M. E., and Hutchinson, Am. Inst. E. E.

"*Voted:* Not to return contributions received in response to circular letter sent out in September asking for funds to carry on work of Bureau.

"*Voted:* That United Engineering Society be authorized to reimburse the manager of Engineering Societies Service Bureau for the following expenditures made during the year from funds available for this service.

"Receipted bills on file with United Engineering Society.

"12 steel file cases at $4.00	$48.00
1 desk	72.50
Overtime work of assistant	145.50
Printing, stationery, etc.	20.45
	$286.45

"*Voted:* To sell at cost all property of the Bureau, the proceeds of the sale and any surplus on hand to be distributed to the four Founder Societies. Unanimously carried.

"*Voted:* That upon the completion of the above work, this Board terminate its existence. (Col. Crocker present, but not voting.)

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* See page 187.

† Subsequently the Committee filled the vacancy by the appointment of Mr. A. D. Butler, M. Am. Soc. C. E., of Spokane, Wash.

"*Voted:* That all records of the Bureau be left in charge of the manager and made available to the four Founder Societies and the Federated American Engineering Societies. Unanimously carried.

"*Voted:* To adjourn. Unanimously carried.

(Signed) "W. V. Brown, *Manager.*"

The Acting Secretary further explained that the other three Founder Societies having joined the Federated American Engineering Societies, their future employment service would be carried on under the auspices of the American Engineering Council, and that by courtesy this organization would temporarily, at least, receive applications from civil engineers, and would handle them as before, giving, however, preferred attention to the applications coming from members of the member societies of the Federated American Engineering Societies.

The question of employment service was discussed by Messrs. Cummings, Grunsky, Hudson, Stuart and Talbot, suggestion being made of several actions which might be taken in the premises. As a result of this consideration the following motion was made by Director Hudson, seconded by Vice-President Cummings, and unanimously carried:

"*Moved:* That it be recommended to the incoming Board that it give consideration to the question of providing some form of employment service to members of this Society."

Report on Compensation of Engineers.

The Acting Secretary presented a letter of date of January 13th, 1921, from Chairman Lansing H. Beach of the Committee to report on the Report of the Committee of Engineering Council on Classification and Compensation of Engineers, together with letters from Messrs. L. Jorgensen and Daniel W. Mead, members of the Committee, to Gen. Beach on the same subject of dates of December 7th and December 29th, 1920, respectively.

In view of Gen. Beach's statement "I do not believe, therefore, that anything further can be secured along the lines indicated, by the Committee, and would request that with the statement involved in these letters the Committee be released from further duty", action was taken by the Board in accepting Gen. Beach's letter of January 13th, 1921, as a final report and discharging the Committee.

Director Hoyt moved that the President be instructed to appoint a new committee of three members to report to the Board concerning matters of compensation of Engineers. This motion was duly seconded and unanimously carried.

The Acting Secretary presented the report of the Committee to Recommend the Award of Prizes.*

On motion of Past-President Marx, seconded by Director Fort, the report was accepted and approved by unanimous vote.

1921 Annual Convention.

Discussion was held as to the time and place for holding the Annual Convention for 1921, and on motion of Director Hoyt, seconded by Vice-President Crocker, it was decided to recommend to the incoming Board that the Annual Convention be held in Houston, Tex., April 26th, 1921.†

* See page 176.

† Subsequent action of the 1921 Board changed this date to April 27th, 1921.

On motion, consideration of a proposed scheme of mechanical classification of applications was laid over to the next meeting.

Appointments and Committees.

The Acting Secretary reported for the information of the Board the following:

(*a*).—The acceptance by John M. Goodell, Assoc. Am. Soc. C. E., of his appointment by the Board of Direction at its meeting of November 9th, 1920, as an additional member of the Special Committee on Highway Engineering.

(*b*).—Appointment by the President of a Committee consisting of Carleton Greene, Chairman, C. E. Holland, J. A. Bensel, and E. J. Beugler to represent the Society at the opening ceremonies of the Town Hall, January 12th-18th, 1921.

(*c*).—The appointment by the President of the following Committee of Arrangements for the 1921 Annual Meeting: J. P. H. Perry, Chairman, Robert Ridgway, Ralph R. Rumery, George D. Snyder and H. S. Crocker.

The Arthur M. Wellington Prize.

The following proposal from the *Engineering News-Record* to establish under the auspices of the Society a Memorial to be known as the "Arthur M. Wellington Prize" was, on motion of Vice-President Stuart, seconded by Director Ketchum, unanimously accepted with the thanks of the Board to the donor:

"December 15th, 1920.

"To the Board of Direction,
American Society of Civil Engineers.

"Gentlemen: For some time the staff of the *Engineering News-Record* has contemplated the establishment of a memorial in honor of Arthur M. Wellington, former editor of *Engineering News* and author of the well-known book on railway location entitled 'The Economic Theory of Railway Location'.

"After considering various proposals, we have concluded that no memorial could be more fitting than the establishment, under the auspices of the American Society of Civil Engineers, of an "Arthur M. Wellington Prize", to be awarded annually for the best paper presented before the Society on any phase of the science and art of transportation, whether by land, water or air.

"Accordingly, if it please the Board of Direction of the Society, the *Engineering News-Record* will be glad to establish a fund of $2 000, the annual income from which would constitute the material element of the prize referred to in the preceding paragraph.

"The *Engineering News-Record* would make only two reservations regarding the award of the prize:

"1.—That it be awarded only for papers on a transportation subject. Such a reservation, we believe, befits a memorial to a great transportation authority.

"2.—That it be not restricted to members of the Society. This reservation is made because the great advances in transportation in the future may be on water or in the air, specialties in which the members of the Society do not normally engage.

"The usual discretion, of course, would be allowed the Society's Committee on Prizes to withhold the awarding of the prize in any year should they deem no paper offered to be worthy of the award. In that case the income should be added to the principal sum.

"Should the proposal herein contained meet with the approval of the Board of Direction, check in the amount designated will be promptly forwarded.

"Respectfully yours,
(Signed) "E. J. Mehren, *Editor*."

Recessed at 5.20 p. m., to meet at 8 p. m., as a Membership Committee.

January 18th, 1921.—The Board re-convened at 12.30 P. M., at the conclusion of the meeting of the Membership Committee (the Membership Committee having recessed at 10.30 P. M., January 17th, 1921, to meet at 10.00 A. M., January 18th, 1921); President Davis in the chair; H. S. Crocker, Acting Secretary; and present, also, Messrs. Cummings, Curtis, Elwell, Fort, Greene, Grunsky, Henny, Herschel, Hoyt, Hudson, Ketchum, Marston, Marx, Metcalf, Pegram, Stuart, Talbot, Tuttle, Wagner, and Wall.

HIGHWAY ENGINEERING RESEARCH.

Vice-President Metcalf again brought up for consideration the detailed correspondence between the Committee on Special Committees and various engineers regarding the question of research in problems connected with road construction.

Treasurer Tuttle moved that the matter be referred to the Special Committee on Highway Engineering, with the request that it report back to the Board at its next meeting recommendations as to the procedure to be observed in order to make the Society of greater service to its membership and to the public in promoting this branch of engineering work.

This motion was seconded by Director Marston, discussed by Messrs. Cummings, Hudson, Marston, Metcalf, Stuart and Talbot, and carried.

On motion of Treasurer Tuttle, duly seconded and carried, the Publication Committee was requested to consider the advisability of publishing all, or selected portions, of correspondence accompanying the Report of the Committee on Special Committees hereinbefore referred to.

The Board recessed at 12.55 P. M., for luncheon.

AFTERNOON SESSION.

The Board re-convened at 2.15 P. M., with the same attendance as in the morning except Director Langthorn, who arrived at 3.10 P. M.

ORGANIZATION OF STUDENT CHAPTERS.

Director Marston reported the recommendations of the Committee appointed by the Board at its meeting of November 9th, 1920, to formulate rules governing the organization of Student Chapters.

These were discussed by Messrs. Curtis, Elwell, Henny, Hoyt, Hudson, Ketchum, Marx, Marston, Pegram, Stuart and Talbot, and after modification in some particulars, the report, on motion of Past-President Marx, seconded by Director Hudson, was unanimously adopted.*

Action was also taken in referring to the Publication Committee the question of special designs for emblems and letter-heads for the use of Student Chapters.

On motion of Director Hudson, the formation of a Student Chapter at Swarthmore College was approved subject to its compliance with the regulations in connection therewith.

On recommendation of the Committee, it was further decided that it would be inadvisable to hold a general meeting of representatives of Student Chapters at the present time.

On motion of Past-President Marx, seconded by Past-President Herschel, the Committee was discharged with the thanks of the Board.

* See page 266 of Announcements.

Representatives Appointed.

Action was taken in the appointment of Joseph J. Yates, M. Am. Soc. C. E., to succeed H. N. Latey, M. Am. Soc. C. E., as a representative of this Society on American Engineering Standards Committee for the term ending December 31st, 1923.

Further action was taken in granting mileage to the Society's representatives on the American Engineering Standards Committee, at the same rate as for members of Special Committees of the Society.

Arthur P. Davis, Past-President Am. Soc. C. E., was appointed representative of this Society to the United Engineering Society for a term of three years, to succeed Past-President Herschel, whose term expires January 27th, 1921. Mr. Davis was also appointed as one of the representatives of this Society on the John Fritz Medal Board of Award for a term of four years, expiring in January, 1925.

Advisory Committee on Civil Engineering.

In accordance with the action of the Board at its meeting of November 9th, 1920, in referring to a Committee to be composed of the Conference Committee on Research, the Committee on Special Committees, and the Acting Secretary, an invitation from the Division of Engineering of the National Research Council to appoint about fifteen members to an Advisory Committee on Civil Engineering, the Chairman of the Committee so appointed, Past-President Talbot, presented the following report:

"January 18th, 1921.

"To the Board of Direction,
American Society of Civil Engineers.

"Gentlemen: The Committee to which was referred the letter of date of October 7th, 1920, from Dr. C. A. Adams, Chairman of the Division of Engineering of the National Research Council, inviting the Society to become the Sponsor Society in research work in Civil Engineering and to appoint representatives on the Advisory Committee on Civil Engineering and to assume certain responsibilities therewith (see letter* of Dr. Adams and action of Board of Direction in Minutes of Meeting of November 7th, 1920), makes the following report:

"The Committee has given consideration to the project and to possible relations to research activities of the Society. It feels that research work in engineering should be promoted by the Society in such ways and to such extent as seem practicable for the Society to undertake. The proposal to co-operate with the National Research Council seems a promising method of stimulating and advancing engineering research. An acceptance of the invitation, however, should not be permitted to involve interference with the right or duty of the Society to advance or carry on research work on its own account or in co-operation with other societies or bodies. The Committee believes that the Society should maintain a cordial interest in stimulating and advancing the progress of engineering science and that it has a duty toward this side of engineering. With a view of safeguarding and stimulating this function of the Society and at the same time co-operating with the National Research Council, the Committee proposes the following:

"(*a*).—That a Committee on Research be appointed which shall consider and deal with matters of research which may be taken up by the Society and which shall make recommendations concerning research that in its judgment should be be taken up by the Society—whether the research work be undertaken by the

* *Proceedings*, Am. Soc. C. E., December, 1920, p. 917.

Society, or be done in co-operation with other societies and committees, or be promoted or stimulated by the Society.

"(*b*).—That the Board of Direction accept the invitation of the Division of Engineering of the National Research Council to become the Sponsor Society in research work in civil engineering and to appoint representatives on the Advisory Committee on Civil Engineering of the National Research Council and to accept other responsibilities connected therewith.

"(*c*).—That the Committee on Research and the representatives of the Society on the Advisory Committee be not restricted to members of the Board of Direction, and that the element of reasonable continuity of membership be accepted as desirable.

"(*d*).—That a committee be appointed to report in greater detail on the scope and methods of work of these committees and to make recommendations on their personnel.

"Attention should be called to the statement in the letter of Dr. Adams that the proposed co-operation does not necessarily involve expense on the part of the Society, unless the Society concludes to pay the personal expenses of its representatives on the Advisory Committee in attendance at the meetings.

"Respectfully submitted,

(Signed) "A. N. Talbot, *Chairman,*
"Leonard Metcalf,
"A. Marston,
"R. C. Cummings,
"H. S. Crocker."

On motion of Past-President Marx, seconded by Director Ketchum, this report was unanimously adopted.

Representative on Advisory Board on Highway Research.

The Acting Secretary presented a letter to the Board of date of December 6th, 1920, from Alfred D. Flinn, Vice-Chairman of the National Research Council, which contains the following statements:

"On invitation, you informally participated in the Highway Research Conference held on November 11th, 1920. At this conference it was voted to organize an Advisory Board on Highway Research. The urgent need for such a body was outlined in the invitation and is embodied in the documents enclosed with this letter.

"Your attention is directed to the necessity for prompt action in completing the permanent organization of the Advisory Board. Every day of delay means a loss of thousands of dollars to the nation. We, therefore, urge you to appoint one representative and an alternate to represent your organization officially on the Advisory Board on Highway Research of the National Research Council."

On motion of Past-President Marx, seconded by Director Ketchum, Director Robert A. Cummings was appointed representative of this Society on the Advisory Board on Highway Research of the National Research Council, and Director J. S. Langthorn was designated as alternate.

Representatives on Standardization Sections.

In response to a request contained in a letter dated January 10th, 1921, from Secretary Agnew of the American Engineering Standards Committee, S. F. Holtzman, M. Am. Soc. C. E., was appointed as the representative of this Society on the Sectional Committee for the Standardization of Elevators.

In response to a request contained in letters of October 28th, 1920, and January 8th, 1921, from E. S. Cogswell, General Manager, National Association of

Mutual Casualty Companies, action was taken in the appointment of G. R. Solomon, M. Am. Soc. C. E., as the representative of this Society on the Sectional Committee on Safety of Floor Openings, Railings and Toe Boards.

Local Sections and Student Chapters.

Action was taken in revising the rules governing the organization and conduct of Local Sections to the following effect:

That amendments to a Constitution of a Local Section before becoming effective:

(*a*).—Shall have been voted on by a majority of the whole membership of such Section.

(*b*).—Shall have received an affirmative vote of not less than two-thirds of the members voting.

(*c*).—Shall have received the approval of the Board of Direction of the Society, such approval being given either prior or subsequent to the action of the Section in its adoption, as the case may be.

The proposed Constitutions of the Northeastern Section, Central Ohio* Section, and Buffalo* Section were approved, and the organization of these Sections authorized, contingent upon each attaining a membership of at least 25 in its initial organization.

Action was taken in approving the Constitution of the proposed Nashville Section, contingent upon certain minor changes necessary to conform to the rules governing the organization of Sections.

The Acting Secretary presented, for the information of the Board, the first Annual Reports of the Stanford University and Drexel Institute Student Chapters.

Six New Student Chapters Authorized.

Action was taken in authorizing the formation of the following Student Chapters: University of Kentucky, University of Washington, University of Texas, Rutgers College, University of Wisconsin, and State University of Iowa.

The Publication Committee was requested to report on the advisability of the issuance of a membership card to Junior members.

Adjourned at 5.20 P. M.

January 19th, 1921.—The Board met at 4 P. M., at the Headquarters of the Society, 33 West 39th Street, New York City, at the time of the Annual Meeting; President Webster in the chair; and present, also, Messrs. Anderson, Beahan, Clark, Curtis, Darrow, Davis, Elwell, Greene, Grunsky, Herschel, Hogan, Hovey, Hoyt, Hudson, Humphrey, Langthorn, Marston, O'Connor, Pegram, Stuart, Talbot, and Wall.

Director Marston was appointed Secretary *pro tem.*

After discussion of the programme of work in hand, recess was taken until 10 A. M., January 20th, 1921.

January 20th, 1921.—The Board re-convened at 10 A. M.; President Webster in the chair; Director Marston, Secretary *pro tem;* and present, also, Messrs. Anderson, Beahan, Clark, Cummings, Curtis, Darrow, Davis, Greene, Grunsky,

* Organization completed.

Henny, Herschel, Hogan, Hovey, Hoyt, Hudson, Humphrey, Pegram, Stuart, Talbot and Wall.

On motion of Past-President Curtis, seconded by Director Beahan, the salary for the Secretary of the Society for the coming year was fixed at $10 000.

This motion was unanimously carried.

Action Regarding New Secretary.

Action was taken in the appointment of a Committee consisting of the President and of the Past-Presidents who are members of the Board to investigate the question of available candidates for Secretary, and to report at a later session of this meeting of the Board; an informal ballot was also authorized for the guidance of the Committee.

Director Marston moved that Herbert S. Crocker be continued as Acting Secretary at his present rate of salary until further action by the Board.

This motion was seconded by Treasurer Hovey, and was carried unanimously.

This action was followed by tentative suggestions of various candidates for the position of Secretary of the Society, but no further action was taken.

The Acting Secretary came in at 11.05 A. M.

Consideration was had of the Budget for the year 1921, as recommended at the meeting of the Board of Direction of January 17th, 1921.

Past-President Curtis moved its adoption, this motion being seconded by Past-President Herschel.

After general discussion of the financial needs of the Special Committees, participated in by Messrs. Cummings, Curtis, Hoyt, Hudson, Humphrey, Stuart and Talbot, the motion was carried by unanimous vote.

On motion of Past-President Davis, seconded by Vice-President Wall, the President was authorized to select and nominate for appointment by the Board the personnel of the Standing Committees.

1921 Annual Convention.

The Acting Secretary reported the action of the Board at its meeting of January 18th, 1921, in recommendation that the Annual Convention for 1921 be held at Houston, Tex., on April 26th, 1921, and after discussion by Messrs. Anderson, Curtis, Davis, Henny, Hogan, Hoyt, Humphrey and Talbot, Director Henny moved that the Annual Convention for 1921 be held in Houston, Tex., beginning April 27th, 1921.

This motion was seconded by Past-President Davis, and was carried unanimously.

Next Meeting of Board.

Director Humphrey moved that when the Board recess, it shall recess until Monday, March 7th, 1921.

This motion was seconded by Past-President Davis and unanimously carried.

Representatives on Engineering Foundation.

Action was taken in the re-appointment for another term ending in February, 1924, of Silas H. Woodard, M. Am. Soc. C. E., as a representative of this Society on Engineering Foundation, and in the appointment of E. D. Adams, F. Am.

Soc. C. E., as successor to J. Waldo Smith, M. Am. Soc. C. E., as a representative of this Society on Engineering Foundation for the term ending in February, 1924.

The Acting Secretary referred to the appointment by the Board of Direction on November 9th, 1920, of Messrs. Charles Hansel, James L. Tighe, Edward H. Lee, Charles S. Churchill, and Samuel Murray, as a Committee to co-operate with similar committees of other Engineering Societies, and of American Engineering Council, in such action as may properly be taken to secure the appointment of an Engineer on the Interstate Commerce Commission, and explained that although Mr. Hansel's name appeared first in the list he hesitated to assume the duties of the Chairmanship, and for that reason had called no meeting.

On motion of Director Humphrey, seconded by Director Beahan and unanimously carried, Mr. Hansel was designated as Chairman of this Committee.

Consideration was had of the "advisability of appointing a Committee to investigate the question of Electrification of Steam Railroads", with especial reference to a report* of the Committee on Special Committees, which report had been submitted to the meeting of the Board of Direction held on January 17th, 1921, and by that meeting referred to the incoming Board.

On motion of Director Humphrey, seconded by Director Marston, this matter was laid over for consideration on March 7th, 1921, the Acting Secretary being instructed to send copies of the report to each member of the Board.

On motion of Director Marston, seconded and carried unanimously, the Acting Secretary was authorized to pay mileage to the members of the Special Committee on Bridge Design and Construction covering their attendance at its meeting of December 13th, 1920.

Action on External Relations Postponed.

The Acting Secretary presented for consideration the resolution† adopted by the Board of Direction at its meeting of January 17th, 1921, in regard to the reports of the Committee on External Relations and the Committee of Past-Presidents.

On motion of Director Humphrey, seconded by Vice-President Stuart and unanimously carried, consideration of this matter was postponed until March 7th, 1921.

At 1 P. M., recess was taken until 4 P. M.

Afternoon Session.

The Board re-convened at 4.25 P. M.

President Webster presented his selection of the personnel of the Standing Committees of the Board, and the following were appointed:

Standing Committees.

On Finance:
Clemens Herschel, *Chairman,*
Willard Beahan,
John W. Alvord,
J. S. Langthorn,
Ira W. McConnell.

On Publications:
Andrew M. Hunt, *Chairman,*
Charles C. Elwell,
C. E. Grunsky,
Clarence W. Hudson,
Richard L. Humphrey.

* See page 157.

† See page 163.

On Library:
Francis Lee Stuart, *Chairman.*
Robert A. Cummings,
Carleton Greene,
George G. Anderson,

On Special Committees:
Arthur P. Davis, *Chairman,*
George H. Pegram,
Anson Marston,
The Secretary.

STUDENT CHAPTER AUTHORIZED.

A petition was received from the Student Society of Civil Engineers of the University of Pittsburgh for the formation of a Student Chapter at that Institution, the same being accompanied by copy of its Constitution and By-laws.

On motion, duly seconded and carried, the petition was granted and the organization of the Student Chapter of the University of Pittsburgh was duly authorized.

The Acting Secretary presented the following letter which he had addressed to the Board, and withdrew pending its consideration:

"JANUARY 20TH, 1921.

"TO THE BOARD OF DIRECTION,
AMERICAN SOCIETY CIVIL ENGINEERS.

"GENTLEMEN: I refer to your action of this date in appointing me Acting Secretary for the interim necessary to elect a Secretary of the Society, and I would call your attention to the fact that since January 28th, 1920, I have served the Society in this way at some personal sacrifice, which I do not need to discuss.

"The continuation of this temporary work comes at a season of the year when I should be making arrangements to readjust my business affairs with a view to the resumption of my engineering practice. Under these circumstances I feel that I can only accept this temporary appointment with the provision that I shall be permitted to devote a portion of my time, at my discretion, to my personal affairs, it being understood that any advantage which I might take of such permission would not involve any arrangement which would be detrimental to the work of the Society or the conduct of this office."

The Acting Secretary returned.

On motion of Director Humphrey, seconded by Director Marston, the letter of the Acting Secretary was unanimously approved.

ADVISORY COMMITTEE ON CIVIL ENGINEERING.

Past-President Talbot discussed the report* submitted to the Board at its meeting of January 18th, 1921, and the Committee appointed at the meeting of the Board on November 9th, 1920, to consider an invitation from the Division of Engineering of the National Research Council to appoint about fifteen members to its Advisory Committee on Civil Engineering, and suggested that considerable work still remains to be done in appointments and recommendations of activities.

He moved that the whole matter be referred to a committee to be appointed by the President with a view to its reporting March 7th, 1921. This motion was seconded by Vice-President Cummings, discussed by Messrs. Marston, Stuart and Talbot, and was amended to read that the matter be again referred to the original committee which was instructed to make a written report for consideration of the Board on the date mentioned.†

* See pages 158 and 167.

† The change in personnel of the Standing Committees results automatically in the formation of a Committee composed of the following to consider this subject: A. N. Talbot, Chairman, Robert A. Cummings, Henry B. Seaman, A. P. Davis, Anson Marston, George H. Pegram and H. S. Crocker.

Employment Service.

Director Hoyt referred to the following action of the Board of Direction at its meeting of January 18th, 1921:

"*Moved:* That it be recommended to the incoming Board that it give consideration to the question of providing some form of employment service to members of this Society."

in view of which he offered the following motion, which was seconded and unanimously carried:

"That the Acting Secretary be instructed to give publicity in *Proceedings* to the fact that for the time being members of the Society may file applications for employment with the Secretary of the Society, who will handle them either independently or by means of the existing Employment Service of American Engineering Council, as he may arrange."

On motion of Director Hoyt, seconded by Vice-President Cummings, the Committee on Re-districting, appointed at the meeting of the Board on June 1st, 1920, was discharged.

On motion of Director Humphrey, seconded by Vice-President Cummings and unanimously carried, the President was empowered to appoint a Committee of the Board of Direction, and a Local Committee of Arrangments for the 1921 Annual Convention.

President Webster subsequently appointed as a Committee of the Board Messrs. George G. Anderson, Chairman, Edward E. Wall and Frank T. Darrow, and as Chairman of the Local Committee, Mr. E. B. Cushing, the latter with power to complete the Committee.

Action was taken in allowing to members of the Executive Committee, for attendance at its meetings, mileage at the rate paid for attendance at meetings of the Board.

Recess was taken in accordance with previous action until March 7th, 1921.

REPORT IN FULL OF THE SIXTY-EIGHTH ANNUAL MEETING, JANUARY 19TH AND 20TH, 1921

Wednesday, January 19th, 1921 (10 A. M.)—The Sixty-eighth Annual Meeting was called to order in the Auditorium of the Engineering Societies Building, 33 West 39th Street, New York City; President Arthur P. Davis, in the chair; Herbert S. Crocker, Acting Secretary; and present, also, about 710 members.

THE PRESIDENT.—The Annual Meeting is now convened. The first business is the canvassing of the ballot in the election that is now pending. Under the Constitution that canvassing could not begin before this meeting was called to order, because the Constitution requires that each member may have the privilege of changing his vote up to the time of the closing of the ballot at 9 o'clock this morning. The Committee could not begin work at 9 o'clock since its appointment by the presiding officer of the Annual Meeting is required by the Constitution. The first duty of the Chair is, therefore, to appoint the Tellers to canvass the Ballot for Officers.

(After preliminary announcements and a call for volunteers from the floor, the following were designated as Tellers:

F. B. Church, *Chairman;* C. S. Bilyeu, A. W. Carpenter, Clement E. Chase, W. T. Chevalier, W. H. Chorlton, C. E. Conover, B. L. Cushing, R. de Charms, Jr., Irving Demarest, H. S. Devlin, B. C. Donham, W. A. E. Doying, Boyd Ehle, Torris Eide, A. C. Everham, J. F. Fairchild, S. E. Fairchild, Jr., Felder Furlow, R. R. Graham, W. G. Grove, N. C. Grover, H. P. Hammond, George P. Janes, J. M. Johnson, C. A. McCullough, A. B. McGrew, F. R. McMillan, David Meriwether, Jr., F. H. Newell, C. W. Ogden, George Paaswell, George Perrine, B. B. Priest, P. J. Reich, Samuel I. Sacks, J. A. Sargent, L. H. Shoemaker, F. L. Stearns, J. S. Swindells, A. Travers-Ewell, H. S. Van Scoyoc, J. E. Wadsworth, J. J. Walker, and T. S. Williams.)

The unusual number of Tellers is due to the great amount of work connected with the counting of the ballot, which will be done on the Fifteenth Floor. The Tellers will please report immediately to the Chairman, Mr. F. B. Church, on the Fifteenth Floor.

The next order of business is the report of the Board of Direction, which is in the hands of Acting Secretary, and has been approved by the Board.

THE ACTING SECRETARY.—The Annual Report of the Board of Direction for the year ending December 31st, 1920, has been printed and distributed to the members. Inasmuch as you all have copies, to save time I shall only call attention to a few points. The tabulation of membership shows a net increase during the year of 499. This net increase is determined by the total number of new members admitted, less those dropped for non-payment of dues, those who have resigned, and the deceased members. Incidentally, the number of new members, 861, admitted this year is greater than in any previous year. A great many were dropped on account of non-payment of dues. The losses by death during the year number 91, as listed in the report.

(The Acting Secretary presented the Reports* of the Board of Direction, of the Secretary, and of the Treasurer, which were accepted.)

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* See pages 275 to 286.

Report of Committee on Prizes.

The President.—The report of the Committee to Recommend the Award of Prizes and the action of the Board of Direction in relation thereto is next in order.

The Acting Secretary.—This report is dated December 30th, 1920, and is signed by Messrs. W. H. Hoyt, Joseph Jacobs, and Morris R. Sherrerd, Chairman. Upon the recommendation of this Committee, the Board of Direction has awarded the medals and prizes for the year ending July, 1920, as follows:

The Norman Medal to Paper No. 1426, "The Economics of Steel Arch Bridges", by J. A. L. Waddell, M. Am. Soc. C. E.

The J. James R. Croes Medal to Paper No. 1461, "Arched Dams", by B. A. Smith, M. Am. Soc. C. E.

The Thomas Fitch Rowland Prize to Paper No. 1460, "Revision of the Niagara Railway Arch Bridge", by Charles Evan Fowler, M. Am. Soc. C. E.

The James Laurie Prize to Paper No. 1435, "Water Supply for the Camps, Cantonments, and Other Projects Built by the Construction Division of the United States Army", by Dabney H. Maury, M. Am. Soc. C. E.

The Collingwood Prize for Juniors to Paper No. 1427, "Verification of the Bazin Weir Formula by Hydro-Chemical Gaugings", by Floyd A. Nagler, Jun. Am. Soc. C. E.*

Election of Members of Nominating Committee.

The President.—The next business is the election of members of the Nominating Committee. Suggestions for members of this Committee have been canvassed, and the Acting Secretary will please read the result.

The Acting Secretary presented the report of the Tellers, which follows:

"January 15th, 1921.

"To the Board of Direction:

"The undersigned Tellers report the result of canvass of final suggestions for members of the Nominating Committee in the several districts, as follows:

"District No. 1.—	W. T. Chevalier	254
	W. A. Howell	38
	S. J. Ott	26
	Scattering	32
	Total	350
"District No. 3.—	A. L. Johnson	38
	C. A. Poole	35
	E. A. Fisher	11
	Scattering	10
	Total	94
"District No. 5.—	J. H. Van Wagenen	100
	H. H. Rousseau	31
	R. C. Marshall, Jr.	26
	Scattering	26
	Total	183

* Mr. Nagler was elected an Associate Member of the Society, on May 13th, 1918, after this paper was written.

"District No. 6.—G. H. Tinker		95
	R. N. Begien	56
	W. P. Brown	24
	Scattering	6
	Total	181
"District No. 10.—F. E. Weymouth		61
	F. T. Darrow	24
	R. C. Gemmell	18
	Scattering	39
	Total	142
"District No. 11.—J. H. Brillhart		90
	G. G. Anderson	27
	J. C. Nagle	16
	Scattering	8
	Total	141
"District No. 13.—Thomas H. Means		96
	G. L. Dillman	37
	H. L. Haehl	23
	Scattering	5
	Total	161

"Respectfully submitted,

"George Hallett Clark,
"Carleton Greene,
"J. S. Langthorn,
"Tellers."

The Districts were taken up separately, and by vote of the meeting the following members of the Nominating Committee were appointed to serve for two years:

W. T. Chevalier	Representing District No.	1
A. L. Johnson	" " "	3
J. H. Van Wagenen	" " "	5
G. H. Tinker	" " "	6
F. E. Weymouth	" " "	10
J. H. Brillhart	" " "	11
Thomas H. Means	" " "	13

Progress Report of the Committee on Soils for Foundations, etc.

The President.—The report of the Special Committee to Codify Present Practice on the Bearing Value of Soils for Foundations, etc., Robert A. Cummings, Chairman, is next in order of business. Is Mr. Cummings present?

Robert A. Cummings, M. Am. Soc. C. E.—Mr. President and Fellow Members of the Society: Your Committee is still active, and presents the following report.*

With your approval, the Committee will continue its work during the coming year, and I move that its report be accepted.

(Motion duly seconded.)

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* See page 9 of Papers and Discussions.

THE PRESIDENT.—It is moved that the report be accepted.

FAYETTE S. CURTIS, PAST-PRESIDENT, AM. SOC. C. E.—And the Committee continued.

THE PRESIDENT.—With the consent of the mover that will be added. Those in favor of the motion please signify by saying "aye"; contrary "no". The "ayes" have it, and the motion is carried.

The next order of business is the report of the Special Committee to Report on Stresses in Railroad Track, Arthur N. Talbot, Chairman. The progress report of this Committee has been published.*

ARTHUR N. TALBOT, PAST-PRESIDENT, AM. SOC. C. E.—The Committee presented a rather elaborate report a year ago, and has only a brief progress report to make at this time.

(Reads report as published.)

This work is being carried on by several men giving their entire time to it, and the Committee is continuing on other phases of the subject assigned. Mr. President, I move that the report be accepted and the Committee continued.

(Motion duly seconded.)

THE PRESIDENT.—It is moved and seconded that this report be accepted and the Committee continued. Are you ready for the question? Those in favor of the motion please signify by saying "aye"; contrary, "no". The report is accepted.

The next order of business is the report of the Special Committee on Highway Engineering, H. Eltinge Breed, Chairman.

THE ACTING SECRETARY.—This report came in this morning by mail, and is as follows:

PROGRESS REPORT OF THE SPECIAL COMMITTEE ON HIGHWAY ENGINEERING.

"The important features of the development of Federal highway work are embodied in *Circular No. 65* of the United States Department of Agriculture, pages 17-23. These pages include the original Act of 1916, and the amendment of February, 1919. The bulletin is submitted herewith, and the following is a brief resumé of the most important parts of the law and the amendment.

"The original Act contemplated the co-operation between the Secretary of Agriculture and the States through their respective Highway Departments in the construction of 'rural post roads.' For this purpose the original bill carried an appropriation as follows:

"For the fiscal year ending June 30th, 1917............	$5 000 000
" " " " " " " , 1918............	10 000 000
" " " " " " " , 1919............	15 000 000
" " " " " " " , 1920............	20 000 000
" " " " " " " , 1921............	25 000 000

"No payment of Federal Aid moneys could be made in excess of $10 000 per mile. Work was to be done under the direct supervision of the State Highway Departments, subject to the inspection and approval of Secretary of Agriculture. Maintenance was to be done by the States. There was also an appropriation of $10 000 000 for the survey, construction, and maintenance of roads and trails within or partly within the National forests.

"The original act was amended so as to embrace the following important features: By amplification, the designation 'rural post roads' was made to include a road which forms a connecting link not to exceed ten miles in length. The amount

* *Proceedings*, Am. Soc. C. E., December, 1920, p. 916.

of Federal Aid was increased from \$10 000 to \$20 000 per mile. The amendment appropriated the following additional sums for Federal Aid purposes:

"For the fiscal year ending June 30th, 1919............	\$50 000 000
" " " " " " " , 1920............	75 000 000
" " " " " " " , 1921............	75 000 000

"The Secretary of War was to transfer all road building material not needed to the Secretary of Agriculture, to be distributed to the several States. The discretionary reservation of 10% of such material for use of forest roads was provided. There was made also an appropriation of \$9 000 000 to be used with or without the co-operation of the States for forest roads.

"At the last session of Congress there was brought up for discussion the Townsend Bill or 'The National Highway Act', the purpose of which is to provide for the establishment and maintenance of a National highway system, to create a Federal Highway Commission, etc., that shall be independent of the Department of Agriculture. The most important features of the bill are the creation of a Federal Highway Commission of five Commissioners at an annual salary of \$10 000. This commission shall have full powers to establish, construct, maintain, improve, and regulate a National system of highways. Only such durable types of surface and kinds of material shall be adopted as will adequately meet the existing and probable future traffic needs, with the general provision for at least a 66-ft. right of way, and a width of surface of not less than 20 ft.

"This Act provided also that all powers and duties relating to highways or public roads held by the Secretary of Agriculture, together with the personnel equipment, documents, etc., be transferred to the Commission, making all appropriations continue in force and effect under the Commission. It provided also for the taking over of all the duties of the Council of National Defense. The Act provided for an appropriation of \$425 000 000.

"It is significant that on December 11th, 1919, the American Association of State Highway Officials passed a resolution virtually endorsing the present Bureau of Public Roads. The resolution reads:

" '*Now, Therefore, be it Resolved:* By the American Association of State Highway Officials, in convention assembled at Louisville, Kentucky, on December 11th, 1919:

" '1.—That we urge the continuance of Federal co-operation with the States in the building of roads under the terms of existing law and under the direction of present agencies. To this end we recommend and urge that Congress appropriate the following sums:

" 'For the fiscal year ending June 30th, 1921..........	\$100 000 000
" " " " " " " , 1922..........	100 000 000
" " " " " " " , 1923..........	100 000 000
" " " " " " " , 1924..........	100 000 000

" '2.—That all of said appropriation allotted to the several States shall be available for said States until one year after the expiration of the last appropriation.

" '3.—That we favor an adequate National highway system upon which the Federal aid funds will be concentrated. This system shall be selected by the various States in co-operation with the Bureau of Public Roads, and connected at the State lines by the Federal department in cases where connections are not made by the adjoining States.

" '4.—Realizing that the improvement of a system of National highways will be brought about in much shorter time through the co-operation of the Federal Government and the States, under the plan proposed by this resolution, we favor the passage at this time of only such appropriations as will insure the continuation of the Federal aid as provided for in this resolution.

" '5.—That a copy of this statement be sent to each member of Congress.'

"And on December 15th, 1920, Committees from the State Highway Officials Association appeared before the Congressional Committee in formal argument, urging Congress to enact the Federal aid legislation, and also passed a resolution for the continuance of Federal aid on the basis of present legislation, with certain modifications.

"When the National Highway Act is reintroduced, the American Society of Civil Engineers may wish to become actively interested in its passage, either favorably or adversely. Two amendments to the present law are undoubtedly needed:

"1.—An increase over $20 000 per mile, the present Federal aid share, to one-half of the total expenditure. This is justified by difficult and costly grading projects as well as by roads carrying heavy traffic, which require greater widths of surfacing than 20 ft.

"2.—The provision of larger appropriations for roads through public lands and in forest areas that will be parts of a National system and which on account of large mileage would be a greater burden than some States should bear.

"Beyond this, the Committee, without power to take action and reluctant to commit the Society as a whole in any way, has no definite recommendations to make. In the absence of external developments it awaits further instructions from the Society.

"Respectfully submitted,
"THE SPECIAL COMMITTEE ON HIGHWAY ENGINEERING,
"By H. ELTINGE BREED,
"Chairman."

THE PRESIDENT.—What shall be done with this report?

C. W. HUDSON, M. AM. SOC. C. E.—I move that it be received and the Committee continued.

(Motion duly seconded and carried.)

REPORT ON WORK OF THE SPECIAL COMMITTEE ON BRIDGES.

THE PRESIDENT.—The next order of business is the report from the Special Committee to Consider and Recommend for Adoption a Specification for Bridge Design and Construction, Henry B. Seaman, Chairman. This Committee has only recently been appointed, but we would like to hear from Mr. Seaman in regard to any progress that has been made. Is Mr. Seaman present? Mr. Hudson can you give us any information as to the activities of this Committee?

MR. HUDSON.—We have had one meeting, Mr. President, and the general subject has been divided into questions of foundations, the principles of specifications covering concrete bridges and railway bridges, we have written our ideas of the points to be covered in the different specifications and communicated them to the Chairman. We will have a meeting to-morrow. The Committee has organized and elected Mr. Seaman as Chairman, and Howard C. Baird, as Secretary, but we have done practically no work as yet.

THE PRESIDENT.—What shall be done with this report?

MR. HUDSON.—I move that the Committee be continued.

(Motion duly seconded and carried.)

REPORT ON WORK OF THE ALFRED NOBLE MEMORIAL COMMITTEE.

THE PRESIDENT.—The next on the programme is a report from the Alfred Noble Memorial Committee, Onward Bates, Chairman. Is Mr. Bates present? Is any

other member of that Committee present who can report progress? Does any one know whether a report has been prepared?

C. E. GRUNSKY, M. AM. SOC. C. E.—Mr. President, I may say that I saw Mr. Bates only a few days ago, and he told me of the great interest that the Committee is taking in this matter, and that it is making progress. The Committee has been meeting with considerable difficulty, and there have been delays that were unavoidable, but I know from what Mr. Bates has said that the members of the Committee are extremely interested in their work, and I move that the Committee be continued.

(Motion duly seconded and carried.)

THE PRESIDENT.—The Board of Direction recently took action in the appointment of certain Committees regarding external relations. It has received reports from those Committees, and has designated Vice-President Leonard Metcalf to report the action of the Board on this subject. The Chair will now recognize Vice-President Metcalf for that purpose.

LEONARD METCALF, M. AM. SOC. C. E.—Mr. President and Gentlemen: Following the action of the Society in the rejection of certain amendments to the Constitution which had been outlined by the Board of Direction to make effective the recommendations of the Development Committee, the Board felt that it did not want to drop the matter at that point. It did not interpret the rejection of those amendments as being in opposition to the enlargement of the external relations of the Society, which had been previously approved by a direct vote, but rather as dissent from the method of bringing about the desired change which had been set up by the Board.

The Board thereupon passed certain resolutions and appointed two Committees. The report of the Committee on External Relations, of which R. C. Marshall, Jr., M. Am. Soc. C. E., is Chairman, is as follows:

REPORT OF THE COMMITTEE ON EXTERNAL RELATIONS.

"NEW YORK, DECEMBER 31ST, 1920.

"TO THE BOARD OF DIRECTION,
"AMERICAN SOCIETY OF CIVIL ENGINEERS.

"GENTLEMEN.—Your Committee on External Relations met in the Past-Presidents' Room, American Society of Civil Engineers, Engineering Societies Building, 33 West 39th Street, New York City, at 10 A. M., December 30th, 1920, pursuant to a resolution of the Board of Direction of the American Society of Civil Engineers, adopted at the meeting of November 9th and 10th, 1920, as follows:

"'*Whereas,* The American Society of Civil Engineers has voted not to become a Charter Member of the Federated American Engineering Societies, and

"'*Whereas,* In the Questionnaire of April 14th, 1920, the Society approved the idea to 'actively co-operate with other engineering and allied technical associations in promoting the welfare of the Engineering Profession';

"'*Resolved:* That the following Committee of Corporate Members of the Society not members of the Board of Direction be appointed to consider and make recommendations to the Board on or before January 1st, 1921, of its suggestions for determining and governing the external relations of this Society with other engineering societies.

	District No.		District No.
"'W. T. Chevalier	1	J. H. Dunlap	7
George A. Johnson	1	W. D. Gerber	8
Ralph W. Horne	2	W. J. Burton	9
Charles A. Poole	3	John S. Means	10
Edgar M. Hoopes, Jr	4	S. B. Morris	11
R. C. Marshall, Jr., *Chairman*	5	Fred. M. Randlett	12
Kenneth C. Grant	6	C. H. Snyder	13'

"There were present R. C. Marshall, Jr., Chairman, and Messrs. W. T. Chevalier, George A. Johnson, Ralph W. Horne, Charles A. Poole, Kenneth C. Grant, J. H. Dunlap, W. D. Gerber, W. J. Burton, John S. Means, S. B. Morris, Fred M. Randlett, C. H. Snyder.

"Upon convening, the Committee elected W. T. Chevalier to act as Secretary.

"The Committee had before it, and took into consideration during its deliberations, the following documents:

"*A*.—Brief history of the Committee on Development and its successor, the Joint Conference Committee, and the results of their activities.

"*B*.—Pamphlet dated September 14th, 1918, containing (*a*) preamble and resolutions adopted by the Board of Direction June 18th, 1918, creating the Committee on Development; (*b*) precept of the then President Arthur N. Talbot; (*c*) list of members of the Committee on Development.

"*C*.—Preliminary report of the Committee on Development dated November 16th, 1918, containing rules, tentative outline of Committee's work, and personnel of committees, etc.

"*D*.—Second Progress Report of the Committee on Development presented to the Board of Direction, June 17th, 1919, and issued to the membership June 27th, 1919.

"*E*.—Final Report of the Committee on Development presented to the Board of Direction October 14th, 1919, to which is appended the Report of the Sub-Committee on Budget dated November 11th, 1919, and issued to the membership November 15th, 1919.

"*F*.—Minutes of the Annual Meeting of 1920.

"*G*.—Report of the Special Committee of the Board of Direction to study the Report of the Committee on Development presented to the Board January 19th, 1920.

"*H*.—Questionnaire canvassed April 14th, 1920.

"*I*.—Proposed Amendments to the Constitution dated June 23d, 1920.

"*J*.—First Progress Report of the Committee on Referred Amendments dated November 2d, 1920.

"*K*.—Proposed Amendments ballot canvassed October 6th, 1920.

"*L*.—Constitution and By-Laws of the Federated American Engineering Societies.

"*M*.—Letter of transmittal of Questionnaire, legal opinion, 'Arguments For' and 'Arguments Against' Proposed Membership in Federated American Engineering Societies.

"In view of the possibility of misunderstanding as to the significance of the terms 'welfare' and 'external relations' due to their use in various connections in recent reports on the activities of the Society, it was deemed advisable that these terms should be defined for the purposes of this report.

"Upon motion, duly seconded and unanimously carried, a sub-committee was appointed to consider and report on this subject. The Committee consisted of Messrs. Johnson, Burton, and Poole, who, after deliberation, reported as follows:

"'The Board of Direction, by resolution adopted November 10th, 1920, instructed this Committee 'to make suggestions for determining and governing the external relations of this Society with other engineering societies', in view of the fact that by approval of the idea embodied in the Questionnaire of April 14th,

1920, 'to actively co-operate with other engineering and allied technical organizations in promoting the welfare of the Engineering Profession', and the negative vote on the proposition of the American Society of Civil Engineers becoming a Charter Member of the Federated American Engineering Societies.

" 'In this report your Committee defines the term 'welfare of the Engineering Profession' in the very broadest sense as applied to the external relationship of the American Society of Civil Engineers with all other strictly technical and semi-technical associations in matters affecting the Profession of Engineering and the best interests of the public at large in any wise materially associated therewith.

" 'In consequence, this definition adopted by your Committee includes the relation of the Society to other National societies and related organizations with respect to co-operation and administration of technical activities and public affairs.

" 'Your Sub-Committee further suggests that the above definition has not necessarily been generally recognized, and it believes it to be in the interest of all that the word 'welfare' be eliminated in the discussion of the subject.'

"Upon motion, duly seconded, the above report was unanimously adopted.

"Upon motion, duly seconded, and unanimously carried, the Chairman then appointed a sub-committee consisting of Messrs. Randlett, Means, and Horne to consider and report on the subjects that might properly be considered as relating to public affairs, and a sub-committee consisting of Messrs. Snyder, Dunlap, and Morris to consider and report on the subjects that might properly be considered as included in the technical activities previously referred to.

"The Committee received the reports of the Sub-Committee on determination of the subjects included under the head of public affairs and under the head of technical activities. After discussion these heads were consolidated into one list of subjects that might properly be included within the domain of external relations of the Society, as follows:

"1.—Engineering Education.
2.—Conservation of National Resources.
3.—Standards.
4.—Research.
5.—Industrial Efficiency.
6.—Licensing and Registration.
7.—Publicity.
8.—Classification and Compensation.
9.—General Employment Bureau for Co-operation with Local Societies.
10.—Arbitration and Expert Testimony.
11.—Legislation.
12.—Joint Meetings.

"These heads were considered to cover the essential fields as outlined and defined in the report of the Committee on Development to the Board of Direction of October, 1919.

"Thereupon ensued a general discussion on the scope and purpose of the Committee's work, and it was decided that the precept of the Board of Direction should be interpreted as directing the Committee to consider that the Society had voted not to become a Charter Member of the Federated American Engineering Societies, and that it should consider and make recommendations to the Board of its suggestions for determining and governing the external relations of the Society with other engineering societies by methods that do not involve membership in that Federation.

"During the discussion the following points were brought out:

"*A*.—It was the sense of the Committee that co-operation of the American Society of Civil Engineers with other organizations should be accomplished in such manner that it shall not involve the surrender of the name and standing of the Society into outside hands, or in any way permit the use of the Society's name in behalf of any cause of which it does not approve.

"*B.*—It was further agreed by the Committee that the question of membership in the Federated American Engineering Societies was not within the scope of its assignment from the Board of Direction, although this matter received considerable discussion *pro* and *con.*

"*C.*—The question was discussed as to whether the Society should include among the subjects to be considered under 'External Relations' that of compensation of engineers. This subject was included after considerable debate, with the understanding that it did not contemplate the establishment of standard schedules of compensation or efforts to make such schedules directly effective, but did contemplate the assembling and analysis of data and the preparation of such tentative schedules of this nature as might be found advisable in special cases from time to time.

"*D.*—The subject of industrial efficiency was debated at considerable length, and was included with the understanding that it had in view the field of general industrial efficiency, where engineers might make valuable contributions to the subject, but did not include the consideration of questions that might arise between employers and employees, whereby the Society might find itself in the position of a partisan, political or otherwise.

"The Committee views with favor the statement recently made by Herbert C. Hoover, M. Am. Soc. C. E., President of the Federated American Engineering Societies, that the trend of thought among engineers everywhere was towards federation by territorial organization as distinguished from National organization. The Committee believes that such territorial organization would foster the greater community of interest necessary to do effective work in the field of public relations, and believes further that such organization for work of this sort will enable more effective co-operation by the American Society of Civil Engineers with other engineering bodies.

"When the discussion reached a point at which was foreshadowed the recommendation for a continuing Committee on External Relations, it was the sense of the Committee that such committee should be made up of members of the Society at large, having at least one member from each district, and having in its membership one member of the Board of Direction. This subject was debated at length, and it was believed by the Committee that this course should be followed for the following reasons:

"*A.*—That the efficient conduct of the work of such a committee would constitute too great a burden to be laid upon the members of the Board of Direction in addition to their regular administrative duties.

"*B.*—That the efficiency of this committee would be enhanced by continuity of service.

"*C.*—That the committee should be sufficiently large and representative to provide for the proper division of its duties, so that the various subjects within its purview might be adequately handled and proper co-operation effected with local societies engaged in similar activities.

"It was the sense of the Committee that the Board of Direction should empower this committee to formulate policies, which, after the approval of the Board, should be carried out by the committee as to the details of application.

"It was also the sense of the Committee that this Committee on External Relations should take the initiative in matters coming under its jurisdiction.

"Upon motion, duly seconded, and unanimously carried, a sub-committee, consisting of Messrs. Gerber, Morris, Snyder, Horne, and Means, was appointed to draft a resolution expressing the opinion of the Committee that there should be appointed as a part of the administrative machinery of the Society a continuing Committee on External Relations, which resolution should incorporate the ideas and provisions hereinbefore mentioned as expressing the sense of your Committee.

"Upon motion, duly seconded, and unanimously carried, the Chairman appointed a sub-committee consisting of Messrs. Chevalier, Burton, and Grant to prepare a

Action of the Board of Direction.

The Board of Direction, being in sympathy with the idea that local activity of Society members, or Local Sections where they existed in different parts of the country, was desirable, but recognizing, on the other hand, the very serious burden of expense which would be involved by having a second group of men, such as that suggested by the first mentioned Committee, in addition to the Directors from the several districts, made the following recommendation to the incoming Board of Direction, preferring not to take action itself, but to refer it to the incoming Board, so that the Board which will administer the affairs of the Society during the coming year might have a free hand in determining its course of action. The motion passed was as follows:

"*Moved:* That this Board of Direction suggests to the incoming Board of Direction, in the light of the two reports just received (from the Committee of Corporate Members to Consider External Relations and from the Committee of Past-Presidents appointed to Review and Transmit to the Board the former report), that it would be to the advantage of the Society to have the Board of Direction sit as a Committee of the whole in matters touching upon the external relations of the Society, at its Quarterly Meetings, and to appoint in such centers or districts as may appear to it desirable Local Committees to act under the chairmanship of the member of the Board of Direction of the district upon these matters, in order that the work of the Committees and of the Society may be properly co-ordinated without undue expense to the Society."

I think that is all, Mr. President.

Report of Committee on Referred Amendments.

The President.—The next order of business is the report from the Committee on Referred Amendments, Peter Junkersfeld, Chairman.

Peter Junkersfeld, M. Am. Soc. C. E.—The Committee on Referred Amendments presents the following report:

"January 19th, 1921.

"To the American Society of Civil Engineers.

"Gentlemen.—Pursuant to action taken at the Annual Convention of the Society at Portland, Ore., August 10th, 1920, and the subsequent appointment by the Board of Direction of a Committee of eight to consider those amendments which had been referred by the Business Meeting of the Annual Convention to a committee, with certain restrictions and powers, and all in accordance with Article IX, Section 4, of the Constitution, your Committee now reports as follows:

"It has considered all the amendments referred to it as above described, and recommends that they be not adopted.

"This action is deemed necessary because certain other amendments, bearing the same date, were defeated by the ballot canvassed October 6th, 1920. These defeated amendments were closely interrelated with some of the amendments referred to your Committee, and as a result of these conditions the Committee is unanimous in the conviction that the best interests of the Society require an all-inclusive study and revision of the Constitution.

"This conclusion was reported to the Board of Direction under date of November 2d, 1920, and authority has been granted this Committee to continue with its work along these lines.

"The Committee therefore recommends that a copy of this report be issued by the Secretary of the Society with the letter-ballot on the amendments in question.

"Respectfully submitted,

"Peter Junkersfeld, *Chairman*,

"L. R. Ash, L. L. Hidinger,
A. S. Baldwin, E. J. Schneider,
J. F. Coleman, P. H. Norcross, *Secretary.*"

I would like to add just a word of information. Your Committee, as referred to in this report, has continued and made an all-inclusive study. This work is so near completion that it is already in page proof, and the Committee confidently expects that the work in page proof will be ready for presentation in due form to the Society at the next Annual Convention. In the meantime, the Committee presents this report and hopes that some action will be taken at this meeting.

The President.—What shall be done with the report of the Committee on Referred Amendments?

Gardner S. Williams, M. Am. Soc. C. E.—Mr. President, in view of the fact that we shall have other amendments to consider during this meeting, I move that the consideration of this report be postponed until we take up the consideration of those other amendments.

Richard L. Humphrey, M. Am. Soc. C. E.—I second the motion.

The President.—It is moved and seconded that the consideration of the report just submitted be postponed until after the consideration of other amendments which have already been sent out to the membership and should be up for consideration in the regular order at this meeting. Are you ready for the question? Those in favor of the motion please say "aye"; contrary, "no". The "ayes" seem to have it; the "ayes" have it.

The action on this report, therefore, is postponed, and it is now in order to take up the consideration of the amendments which have been sent out to the membership for their information, and which under the regular order prescribed by the Constitution are to be brought up for action at this Annual Meeting.

Motion to Refer New Amendments to a Committee.

Hunter McDonald, Past-President, Am. Soc. C. E.—I do not consider it practicable for this matter to be considered intelligently now, for the reason that the amendments now proposed are interlocked with those which have already been under consideration by the Committee; and I move, therefore, that these amendments be referred to a special committee to be appointed by the Chair to consider their relation to each other, and their relation to the previous amendments which have just been reported upon, that committee to report at the afternoon session. I take it that the meeting will certainly remain in session until after a recess for luncheon.

E. B. Whitman, M. Am. Soc. C. E.—I second the motion.

The President.—You have heard the motion, and it has been seconded. Are you ready for the question?

A. S. Baldwin, M. Am. Soc. C. E.—As a member of the Committee on Referred Amendments, I would like to suggest that, in the interest of progress, these additional proposed amendments be referred to that Committee for action. My object

is to get some definite revisions of the Constitution before the members as quickly as possible. The work of the Committee on Referred Amendments is nearly ready for submission. If these additional amendments can be referred to that Committee they can be considered by it, co-ordinated with the work already done, and presented with its report to the next Annual Convention.

It is a matter of great importance that a revised Constitution should be presented. My proposal is not at all with the idea of enlarging the scope of the work of this Committee, but rather of hastening the time when we may have some definite action by the Society in the adoption of a new Constitution.

The President.—You therefore offer a substitute motion, Mr. Baldwin?

Mr. Baldwin.—I move that as a substitute.

George W. Fuller, M. Am. Soc. C. E.—I second the substitute motion. I think we have had a very fair-minded committee studying all these questions of amendments, and it seems to me that a discussion of these amendments on the floor is not going to be fruitful. We have had some experience in an important Convention in that respect, and it cannot be shown that a discussion of any one sentence or any one amendment or any one clause will really aid in solving this problem.

Gentlemen, we have a big proposition before us. We have to replace and make modern the Constitution and By-Laws under which the affairs of this Society are governed. This Committee, of which Col. Junkersfeld is Chairman and Mr. Baldwin is a member, has been quite active. It has a report in page proof which has not yet been distributed, but which is on the point of completion, and I understand that it is going to take up for review all of those amendments which were presented to the Society in November and which were mailed to the membership within the last few weeks.

I hope that the substitute motion of Mr. Baldwin to refer all these matters to this Committee on Referred Amendments will prevail.

Move to Lay Substitute Motion on the Table.

Mr. Humphrey.—Mr. President, a great many of the remarks of the previous speaker undoubtedly will receive a sympathetic response from many members of this Society, but I think there is a growing feeling among those who come to these Annual Meetings that we are here to transact the business of the Society, and to express our views as to how Society business should be transacted. I think all who have had any experience on committee work certainly know that no one group of men is infallible.

In the amendments now pending, and referred to in the resolution of Mr. McDonald, there are matters that are basic. They are the real heart of the Constitution, and it seems to me that this meeting could certainly spend its time profitably in discussing these amendments, so that whatever the final action may be, there may be obtained the benefit of the opinions of the men who are here assembled. I certainly believe that the course offered by Mr. McDonald for trying to get these amendments in such shape that we can discuss them in logical order, will be effective. If it is going to be the will of the Society that we meet in Annual Meeting and delegate all our work to committees and have no opportunity to express an opinion, then I think this Society is lacking as an efficient working

body, and I certainly hope that the members at this Annual Meeting will defeat the substitute motion made by Mr. Baldwin.

I move, therefore, that the substitute motion be laid on the table.

P. H. Norcross, M. Am. Soc. C. E.—Under the Constitution of the Society, as it exists to-day, the Society has no option with the referred amendments which have just been reported on, except to send them to letter-ballot. The new amendments that are before the Society may be discussed, may be sent to letter ballot, or may be referred to a committee.

For the information of the gentleman who has just spoken I might say that, in my opinion, if the Society takes no action on the report of this Committee, those amendments that it has reported on must go to the Society for letter-ballot; and it is immaterial whether you vote "aye" or "no" on them, or accept our report. As a matter of fact, those amendments will have to receive consideration in a referendum at the earliest possible moment, as provided by the Constitution.

With reference to the new amendments I think you are putting the cart before the horse, because I do not think those amendments have come before the meeting.

Mr. Humphrey.—I rise to a point of order. The President announced that the amendments offered are now before the meeting, and then Mr. McDonald made a statement as to the amendments that come before the Annual Meeting at this time.

The other amendments, to which Mr. Norcross refers, the deferred amendments from the Portland Convention, are on the table, temporarily postponed, while we consider these.

G. H. Tinker, M. Am. Soc. C. E.—I wish to second Mr. Humphrey's motion.

The President.—The point of order has been made, and must be ruled on; but debate upon the point of order is not excluded before the ruling is made.

I think the point made by Mr. Humphrey as to the amendments that have been introduced here is correct; the Chair was certainly so informed before Mr. McDonald took the floor, and unless there is some further debate on it, the Chair will so rule.

I would like to ask for information from the Chairman of the Committee, whether, if the report of the Committee is approved, action on the deferred amendments is postponed until further report; or, is it the view of the Committee that they must go to letter-ballot in any case? Mr. Norcross expressed some opinion upon it, which I did not understand.

Mr. Norcross.—My opinion was expressed after reading the Constitution. The Constitution provides that this Committee shall report at this meeting. The Constitution further provides that after that report a referendum ballot will have to be taken on those amendments. I did not understand the President to state previously that the new amendments were now before the Meeting. I did not mean to contradict on that point. I simply wanted to bring out the point that constitutionally we can do nothing else but vote on the amendments that were referred to our Committee, irrespective of our report.

Action on Motion to Lay on the Table.

Mr. Humphrey.—I rise to a point of order. It was moved, and seconded, that the motion to refer the additional amendments to the Committee on Referred Amendments be laid on the table.

THE PRESIDENT.—A motion to lay on the table is not debatable. The Chair heard no second; that was the reason the question was not put.

MR. TINKER.—I seconded it.

THE PRESIDENT.—I beg your pardon. It escaped my notice. The motion to lay on the table is not debatable. It is moved that the substitute motion made by Mr. Baldwin be laid on the table. There is no debate; those in favor please signify by saying "aye"; contrary "no". The "noes" seem to have it.

MR. HUMPHREY.—I call for a division, Mr. President.

THE PRESIDENT.—Those in favor of laying the motion on the table will please raise the right hand.

As counted by the Chair and the Acting Secretary, there are 110 votes in favor of the motion to lay on the table. Those opposed to that motion please raise their right hands. I think there is no need of counting the hands, as it is impossible—there are too many. The motion to lay on the table is defeated.

MR. METCALF.—Mr. President, I rise for information. Am I correct in my understanding that Mr. Baldwin's motion does not prevent discussion? I did not understand that his motion required immediate reference of the additional amendments to the Committee.

THE PRESIDENT.—The motion to refer to the Committee is debatable, and debate on the amendments might then occur; but I think that if that motion carried it would prevent any other discussion of those amendments.

MR. METCALF.—Do I understand that the ruling of the Chair would be this: If these amendments are now introduced they could not be discussed on the floor, but would immediately go to the Committee; or would they go to the Committee after discussion?

THE PRESIDENT.—Discussion can take place before the adoption of the motion, but if the motion is carried it disposes of the amendments, as the Chair understands it.

MR. METCALF.—The amendments have not yet been introduced.

THE PRESIDENT.—The new amendments have been distributed by mail to all Corporate Members.

TWO SETS OF AMENDMENTS BEING CONSIDERED.

MR. FULLER.—I think that we ought to have this situation clarified somewhat by recognizing that there are two divisions to this question on amendments. As I understand the report of the Committee on Referred Amendments, it was to the effect that, under the terms of the Constitution, all the amendments, sometimes spoken of as the Talbot amendments, must go out to letter-ballot. As I understand it, this Special Committee makes a recommendation that they go to letter-ballot with an adverse recommendation.

In regard to the new amendments which were filed with the Secretary about November 1st, 1920, and were sent to the membership, my thought is that they also should be referred to this Committee, of which Col. Junkersfeld, Mr. Baldwin, and Mr. Norcross are members. To facilitate procedure, I offer a substitute motion to that of Mr. McDonald, that the hold-over amendments from the Portland Convention shall be ordered to letter-ballot by this Annual Meeting, with the recom-

mendation for an adverse vote, and that the new amendments shall be referred to the same Committee.

Mr. Humphrey.—I rise to a point of order on that motion. The original amendments were postponed, and then the consideration of the new amendments was taken up. The resolution offered by Mr. Baldwin has to do with the new amendments; and if the Meeting passes this motion, according to the Chair's ruling in answer to Mr. Metcalf's query, there can be no individual debate on these amendments. Pending this motion we cannot take the postponed amendments before this meeting, and, therefore, the new amendments must first be postponed.

The President.—Your point of order is that Mr. Fuller's motion is out of order. It appears to the Chair—I am subject to correction on the parliamentary ruling, if I am wrong, and Mr. Fuller will please do so—that Mr. Fuller's motion is out of order, because there is one substitute motion before the house, and one substitute is all that is possible at one time. The Chair speaks from memory, and unless there is further discussion, rules that Mr. Fuller's substitute motion is out of order for the present.

Allen Hazen, M. Am. Soc. C. E.—Mr. President, I have no amendments or resolution to offer. I just want to say that this question of very numerous amendments is altogether too complicated to be handled effectively by this body. We can discuss the substance of the amendments without taking action on any particular point, but we have a Committee, duly appointed, that has been working on a new Constitution. We want the new Constitution. We want a great deal of the substance of these amendments in it; and if the Committee is not large enough to be representative—my neighbor says his district is not represented on it—I suggest that there should be a way to enlarge that Committee to make it as representative as it needs to be to handle the matter adequately.

The President.—The question is on the substitute motion offered by Mr. Baldwin.

Constitutional Requirements as to Amendments.

Mr. Williams.—I would like to clear the atmosphere if I can. There are certain provisions of our Constitution in regard to amendments that are as inviolable as the laws of the Medes and Persians. The amendments that were proposed at the Portland Convention, and referred to this Committee and by that Committee reported back here, must be sent to letter ballot, whether this meeting acts on them or not.

Now, there is another group of amendments that have been circulated in printed form to the membership. In that group you will find in some instances three amendments which are nearly the same thing and dealing with the same subject.

The provision of the Constitution is that these new amendments may be amended, they may be referred to a committee, or they may be sent to ballot. If all are referred to a committee, when that committee reports we shall still have a group of amendments to be dealt with. If they are referred to the existing Committee on Referred Amendments, and it reports at the next Annual Convention, we shall then be in the predicament of having a new Constitution to be voted on, and also these individual amendments will have to go out and be voted on, and I think that the resulting confusion will be detrimental.

Now, it was my idea in moving to refer these—or it was the idea of Mr. McDonald in moving to refer these amendments to a committee, that it would be possible so to amend them that they might be treated by this meeting in the same manner as it is suggested that we treat the amendments which come to this meeting from the Portland Convention. If it is thought best by this meeting to recommend that all these amendments go to letter-ballot and be defeated, it will clear the slate and will leave the field open for the Committee that is acting on a general revision of the Constitution to proceed entirely unhampered. If these amendments remain with that Committee they must necessarily come up to trouble us at another time.

I may say to you very frankly, gentlemen, that we all know there is a division of sentiment here. We do not know which group is going to have the support of the majority of the members of this Society; but I wish to state, as one of those who have called themselves progressives and have been designated as radicals, that we are prepared to bow to the will of the majority of the Society. If it shall prove that the gentlemen who call themselves the true progressives, and whom we call the reactionaries, are the winners in this fight, they can expect from us no obstruction.

It was our thought—I am frank to say that Mr. McDonald's motion is the result of consideration—that if this matter should be postponed until the afternoon session, we would by that time probably know which division of this Society —I am not going to call it faction, gentlemen, as I do not like that word—which division of this Society has the approval of the majority of the membership, and we would then be able gracefully to proceed in the light of that information. I promise you, however, gentlemen of the other side, that if you are the winners, there will be no obstruction from those who have been associated with me.

C. Frank Allen, M. Am. Soc. C. E.—It is interesting to hear from the last speaker that he thoroughly understands the purpose of Mr. McDonald's motion, and that the organization on that side seems to be thoroughly complete. Not being connected with any such organization, it appears to me that the earlier motion not to consider the report of the Committee until these other amendments should be taken up, if carried, leaves the meeting in a position where it must now consider the new amendments, but not the amendments that this Committee has partly completed but has not actually submitted, the report still being only in page proof.

We are thus in a position to consider simply what has been presented by one side, and to me that is not the fairest way of proceeding, nor the way by which we can get the best results. Personally, I question whether it is altogether polite to a committee of the Society. I believe the best results would be reached if both sets of amendments—those proposed by the progressives or radicals, or whatever you call them, together with the amendments which the Committee already has in hand—should be considered, and the matter be taken up very fully.

The temper of this meeting, as I understand it, is not that Mr. Baldwin's motion shall be defeated without discussion. This body has already announced itself, and I believe it is ready to announce itself on the main proposition of refer-

ence to this Committee for a comprehensive study of the whole situation, and that it is ready to vote the same way.

Lewis D. Rights, M. Am. Soc. C. E.—Mr. Williams made a suggestion which seems to be a happy way out. He suggested that these amendments which have been presented to the membership be sent to letter-ballot with a recommendation that they be defeated. As he says, that would clear the slate. It would give the Committee on Referred Amendments a chance to present a complete Constitution; and it seems to me to be perhaps the best way to clear up the whole situation and give that Committee a fair chance. I therefore move an amendment to Mr. McDonald's motion that these amendments——

The President.—Mr. Rights, excuse me, the parliamentary situation is that the substitute motion of Mr. Baldwin is before the House; that substitute is subject to amendment, not the original motion.

Motion to Amend the Substitute Motion.

Mr. Rights.—I move to amend Mr. Baldwin's substitute motion as follows: That all these new amendments be referred to the membership for letter-ballot, with a recommendation that they be defeated—that every amendment be defeated. Now, gentlemen, I am saying this because I feel that I have some right to say it, for, as you will see, I am a signer of the first two of these new amendments. I think they are first only because I happened to get them in first to the Acting Secretary.

These new amendments, which I assisted in getting up, were not offered with the idea of forcing anything on the membership, but with the thought that if they were put at this time before the members, they would have a chance to think them over, and the Committee would get the benefit of other views.

Mr. Baldwin.—In answer to the statement of Mr. Williams I would like to say that if there is one question which should be absolutely divorced from factionalism it is the question of the adoption of a Constitution by this Society.

I may say that the Committee on Referred Amendments has kept itself in an absolutely neutral position in this controversy. One of the things most desired by the Committee is that, as a result of its work, it may help to stop factionalism, that we may have once more a thoroughly united Society.

There was absolutely no intention on my part whatever to shut off discussion of any of these questions. The new Constitution and By-Laws cannot, under the present Constitution, be passed until the next Annual Convention. The new amendments are irreconcilable with one another in some instances. Some of them have been directly voted down by the Society. This Meeting is not in a position to judge of the meaning of these amendments at this time. I believe, therefore, that in the interests of harmony and the accomplishment of what the Society desires, it is best to refer these new amendments, as they have to be referred, constitutionally, as I understand it, to the membership, with the recommendation that they shall not be passed.

The present Constitution requires that if the new Constitution is to be considered at the next Annual Convention, it must be offered sixty days before the meeting, and we are confidently able to state that it shall come up in due form at that time, and any extended discussion now could not be instructive.

The President.—Do you second the amendment or accept the amendment made by Mr. Rights?

Mr. Baldwin.—I do not accept it.

Difficulties in Getting New Amendments Passed.

Mr. Talbot.—I second Mr. Rights' amendment. I am not one who is very enthusiastic about the possibilities of this Society accepting by a two-thirds vote amendments to the Constitution, or a new Constitution. I say this in view of the history of the Society for the past fifteen years in regard to constitutional amendments. It would seem as if a new day were coming if we should have anything like unanimity in the voting on constitutional amendments.

Now, we have a peculiar provision under the present Constitution, which has been referred to several times, that these amendments which have passed to the stage of coming before the Annual Meeting or the Annual Convention, must ultimately be sent out for vote regardless of the wishes of any committee which may consider them, and regardless of the wishes of these meetings.

I feel that the suggestion made by Mr. Williams and the motion made by Mr. Rights are in the right direction. We ought to clear the slate. Referring these amendments to the Committee that is already in existence would mean that there would be confusion whenever it made its report. If we sent these out to vote, with or without a recommendation that they pass or do not pass, the result will be that they will be out of the way, and when the report from this Committee is received we can act favorably or unfavorably.

Suppose, for example, that this Committee recommended a new Constitution, and it were sent to letter-ballot, and these other amendments were up for vote at the same time, members would be voting favorably on one and unfavorably on the other, or unfavorably on one and favorably on the other, in such a way that there could not be a two-thirds majority. There would be much more possibility of the passage of the amendments if there were but one issue before the Society. I favor a discussion by this Meeting on the merits of these proposed amendments, rather than to refer them to a committee at this time. I recall how a year ago time was frittered away by parliamentary discussion, rather than discussion on the meaning of the amendments and the effect of them; but as this meeting seems to be in the same condition as that of a year ago in that respect, I am glad to second and support the motion of Mr. Rights.

Mr. Fuller.—I would like to rise to a question of personal privilege, so that we may all understand what Mr. Rights' motion is. Do I understand, Mr. Rights, that the motion would then be that the amendments, the hold-over amendments and the new amendments, would go to letter-ballot with the recommendation of adverse vote?

Mr. Rights.—As I understand it, we are not considering the deferred amendments at the present time, is that correct? We are considering the new amendments.

The President.—That is true.

Mr. Rights.—My motion was that the new amendments be referred to letter-ballot with adverse recommendation, but I am willing to include also the deferred amendments.

Mr. Fuller.—I now understand that the substitute amendment of Mr. Rights is that all the proposed amendments go out to letter-ballot with the recommendation of this Annual Meeting for an adverse vote? If I am correct, that is what Mr. Talbot supports, and what Mr. Rights supports. That is what I ask support for now.

Mr. Baldwin.—I accept that amendment of Mr. Rights.

The President.—I would like to have an expression of opinion as to the effect of the Constitution on the point whether it is not possible to combine these amendments and refer them all to some committee and omit this letter-ballot with an unfavorable recommendation?

Mr. Fuller.—I understand that these hold-over amendments of the Portland Convention must go out to letter-ballot now, and there is no way of holding them or referring them to a new committee.

The President.—That seems to be in accordance with past precedents, and with the opinions expressed to-day, and the Chair will so hold.

Mr. Humphrey.—The amendments before this meeting cannot be withdrawn, even though the proposers want them withdrawn. They are before the Society, and must be voted on.

Discussion on Amendments.

The President.—That is correct. A great deal has been said about the necessity of discussing these amendments, and the Chair wishes to state that the amendments are open to discussion now. If they are referred to a committee they cannot be discussed. The Chair does not wish any ruling he has made, or any opinions expressed upon possible rulings, to be construed as an effort to cut off discussion, because that is not the intention.

H. F. Schryver, Assoc. M. Am. Soc. C. E.—I am instructed by the Central Ohio Section, recently organized in Columbus, Ohio, to say that this Section is in favor of a negative vote on all these amendments, both the old and deferred, of an annulment of the present Constitution, and of a new Constitution which can be understood by all.

S. Whinery, M. Am. Soc. C. E.—Mr. President, I rise to a point of order, which, if decided as I think it will be, will probably clarify this situation. Under the Constitution as it now reads, we cannot deal in any way with what are called the Portland amendments, which have been reported on by the Committee, except to send them out to letter-ballot. I raise the point of order that they are beyond consideration except that they may be discussed here.

The President.—The Chair has already so ruled on that point. Are you ready for the amendment of Mr. Rights to the substitute motion of Mr. Baldwin?

Mr. Allen.—Will you please state it.

Mr. Rights' Amendment Carried.

The President.—The amendment to the substitute motion, which amendment was offered by Mr. Rights, is that the deferred amendments and all the amendments that are now before the house be sent out to letter-ballot with the recommendation that they be defeated. The question is on the amendment being adopted.

Then the substitute motion will be in order. Those in favor of the amendment, please signify by saying "aye"; contrary, "no". The "ayes" have it.

The substitute motion as amended, is now before the house.

Mr. Fuller.—May I rise to a point of order. Was not that motion accepted by Mr. Baldwin and so disposed of?

The President.—It is now disposed of in another way. There is always a question about the parliamentary power in a matter of that kind, and I preferred to put it to a vote. Mr. Baldwin, will you state your substitute motion, as amended?

Mr. Baldwin.—I am getting a little mixed up on this.

The President.—Your substitute motion has been amended by Mr. Rights. Now, the question before the house is your substitute for Mr. McDonald's motion.

Mr. Baldwin's Revised Substitute Motion Carried.

Mr. Baldwin.—I offer, as a substitute for my original motion, that the matter be referred to the Society with a recommendation against the adoption of all the amendments. My original substitute related to the new amendments only.

The President.—Exactly.

Mr. Baldwin.—As amended by Mr. Rights, it includes also all the other amendments, and disposes of the whole matter.

The President.—The Chair so understands, and desired to put the question in that form; but a vote on the amendment was called for. The amendment has passed. The original motion must now be voted on.

Those in favor of the substitute motion, please signify by saying "aye"; contrary, "no". The substitute motion is carried.

Mr. McDonald.—I made my original motion with the definite idea that it would be well for this meeting to wait for the result of the count of the ballot for officers, in order that the sentiment of the Society, thus indicated, might then be expressed on the fundamental principles on which we seem to be divided.

I made the motion that it be referred to a special committee for the reason that it is my conception that the present Committee expires when it has made its report. This Committee has now made a progress report; and if we expect it to consider this matter further, it must be reappointed. This Committee was appointed as a result of resolutions passed by the Portland, Ore., Convention with instructions to report at this meeting, and I conceived the idea that this Committee's function expired at this meeting, unless it be reappointed.

Mr. Norcross.—I would like to explain, for the benefit of Mr. McDonald and others, that this Committee's work is completed with that report; but if Mr. McDonald had followed closely the reading of that report, he would have understood that the Committee's conclusion regarding these deferred amendments required that it request of the Board of Direction authority to proceed with an all-inclusive study of the Constitution; and under date of November 9th this Committee was continued; and as I understand it, is still in existence for the purpose of drafting a new Constitution. So far as the referred amendments are concerned, it has completed its work.

The President.—The Chair wishes to state that Mr. Norcross is correct. The functions of this Committee were expanded by a resolution of the Board of

Direction to complete a study of the Constitution, and unless otherwise pointed out, the Chair will rule that this Committee is not discharged or continued except in accordance with the action of this meeting. A motion was made to continue the Committee. That motion has been postponed by vote of this meeting, and the Committee can be either discharged or continued at the will of this meeting.

Motion to Continue the Committee on Referred Amendments.

Mr. Fuller.—I move that this Committee be continued and that it report on a new Constitution and By-Laws at the next Annual Convention.

T. C. Hatton, M. Am. Soc. C. E.—I do not know how many members of the Committee there are; but this is a very important subject. It practically means a new Constitution; that is, it ought to mean a new Constitution; and while I am somewhat in favor of Mr. Fuller's motion, I think that the members of this important Committee should represent every district of the Society. Certainly a few members of such a committee cannot form a Constitutional Convention. I fear we are getting worse than the average State Legislature, and that is bad enough; I do not think that one-tenth of the membership of the Society knows what you are driving at.

Let us have a Constitutional Convention, if necessary, with a full representation from every district of the Society; and then have these amendments to the Constitution well thought out, correlated as they should be, and then let us vote on them in an intelligent manner. We cannot vote on them now. Nobody can. Here are a lot of scraps, some on one side and some on the other, and those of us from the West do not know what it is all about. We should have a Constitutional Convention, and know what we are doing. It is very apparent in this meeting that we do not know.

Mr. Rights.—I rise to a point of order. We have not, I believe, voted on Mr. McDonald's original motion.

The President.—The substitute motion was carried.

Mr. Rights.—And that replaces Mr. McDonald's motion?

The President.—Yes.

J. A. A. Connelly, Assoc. M. Am. Soc. C. E.—Will the President please inform the meeting how many members are on this Committee?

The President.—The Chair was about to ask the Chairman of the Committee, Mr. Junkersfeld, to inform the members on this subject; how many members constitute this Committee; if there are any vacancies, and if so, in what districts.

Mr. Junkersfeld.—The Committee was appointed at the Portland, Ore., Convention; of the eight members, seven have served. The other member, at the time of the original call, told us that he could not attend the first meeting, but hoped to be able to attend the second. He did not attend the second, so with his consent, we asked another man. The second man was also unable to serve.

Since then that vacancy has not been filled, and the Committee has continued its labors with seven members, so that there is one vacancy on the Committee.

Membership of the Committee on Referred Amendments.

The President.—Have you the names of that Committee? Undoubtedly the meeting would be interested in hearing them.

MR. JUNKERSFELD.—The vacancy was from the Northwest. Mr. Franklin I. Fuller was the original appointee from the State of Washington. We later asked Mr. Samuel H. Hedges, of Seattle, Wash., to serve. Neither of the two was at the Convention.

THE PRESIDENT.—Will you read the full membership, and state, if you can, what districts they are from.

MR. JUNKERSFELD.—The other members are Messrs. Louis R. Ash, of Wichita, Kans.; Archibald S. Baldwin, of Chicago, Ill.; John F. Coleman, of New Orleans, La.; Leroy L. Hidinger, of Memphis, Tenn.; Edward J. Schneider, of San Francisco, Cal.; Paul H. Norcross, of Atlanta, Ga.; and the Chairman, of Boston, Mass.

MR. MCDONALD.—Do I understand that this Committee is authorized to fill vacancies on it?

THE PRESIDENT.—The Acting Secretary informs me that that is the situation. The Committee is authorized to fill vacancies. The Committee originally consisted of eight; it has one vacancy now.

MR. NORCROSS.—This Committee, since its appointment last August, has had five meetings, which, I presume, is almost a record for special committees. I know it has been at a great deal of personal sacrifice on the part of many members of the Committee. We tried very hard to select another member in accordance with our instructions and authority to fill vacancies. Our work has not been sectional. It may be the sense of this meeting that the Committee's personnel should be complete, but the Chairman has told you that its work is nearly complete.

In answer to Mr. Hatton's suggestion that this Committee should cover all districts, I may say that any group of five men can submit amendments to the Constitution. Whatever the Committee submits must go through the regular channels, either for rejection or adoption, and the Constitutional Convention desired by Mr. Hatton will be the next Annual Convention, at which I trust he will be present.

THE PRESIDENT.—In order to clarify the situation, will the mover of the motion restate it?

MR. FULLER.—I move that this Committee of eight (actually seven, as I understand it) on Referred Amendments be continued, and that it present a new Constitution and By-Laws in accordance with the procedure required by the present Constitution for consideration at the next Annual Convention.

AMENDMENT TO INCREASE MEMBERSHIP OF COMMITTEE.

THOMAS EARLE, M. AM. SOC. C. E.—I move, as an amendment, that additional members be appointed to this Committee by the Board of Direction, so that there will be on that Committee a member from each district.

THE PRESIDENT.—How many in all?

MR. EARLE.—To the eight as authorized, add enough to make one from each district; in other words, the districts not represented shall each have a member on the Committee.

F. A. Molitor, M. Am. Soc. C. E.—If the amendment is not seconded, there will be no occasion for my speaking on it. As I understand it, it has not yet been seconded.

Mr. Hatton.—I second the amendment that a member from each district be on the Committee.

Mr. Molitor.—Mr. President, the Special Committee on Referred Amendments consists of a personnel in which I believe the whole membership has entire confidence. To be sure, it is not representative of all the districts, but it is wholly representative, geographically speaking, of the Society. It has performed a great deal of work if it has a Constitution and By-Laws in page proof. It seems to me, therefore, to be distinctly unwise to change in any way the personnel of this Committee, by additions or otherwise, especially additions, because they would have to go through all the work so far accomplished by it. In all probability, this Committee has been created wisely by a meeting of this Society, to report to a meeting.

Three years ago, in 1917, a similar committee reported, or endeavored to report, a revised Constitution and By-Laws, which, I am sorry to say, failed; but, as I recall it—I may not be absolutely correct in this—but, as I recall it, it failed in the Board of Direction. Now, this Committee is doing the work that three years ago a similar committee performed, and failed to have adopted, and I hope that if this Committee is continued without additions, and is permitted to complete its work and report at the Annual Convention, we will have a Constitution, brief and covering only what a Constitution should cover, with complete By-Laws for the general government of the Society, that may be changed from time to time as the affairs of the Society require. I earnestly hope that this last amendment will be voted down.

Mr. Fuller.—I wish to endorse every word of the preceding speaker. I think it is entirely unworkable to change the personnel of the Committee at the present time. It is within 60 days of the completion of its work of revising the Constitution; it has worked together and its operation would be hindered by any additional appointments. I would like to call your attention to this fact that there is no representative from the New York District on that Committee. I hope the amendment offered by Mr. Earle will be defeated.

Paul G. Brown, M. Am. Soc. C. E.—I had the misfortune to serve for 2½ years on the Development Committee that this Society saw fit to appoint. Based on my experience, I wish to state that if you appoint one man from each district of the Society to that Committee, the Committee will not agree on a report. You cannot get that many engineers to agree on a report.

George S. Davison, M. Am. Soc. C. E.—I hope this amendment will be defeated. The experience of all of us is that it is possible to have too large a Committee dealing with an important matter. If this Committee is doubled or trebled it will have the labor of educating every new man, and I think we all agree that the gentlemen on the Committee who have spoken on the floor, show a remarkable degree of intelligence.

(Cries of "question".)

The President.—The Chair is not going to be party to any scheme for cutting off debate.

D. C. Henny, M. Am. Soc. C. E.—Mr. President and Gentlemen: The Committee as now constituted was appointed by the Board of Direction shortly after the Annual Convention at Portland, Ore. One of the members proposed from the Pacific Coast was Mr. Fuller. I stated to the Board that Mr. Fuller was an ideal man for the purpose, but that I knew that his business occupied so much of his time that I feared he would be unable to attend the meetings. The results have been as I anticipated at that time.

Now, I am in sympathy with the feelings expressed by the gentlemen speaking on this amendment, in general sympathy. If this Committee is to do its work it would be a great waste to lose the value of the work already accomplished; but I do not think that we should fail to carry out the general opinion expressed at the Portland Convention that there should be two men from the various centers in which the country was divided; consequently, that there should be two men from the Pacific Coast. I therefore move an amendment to the amendment, Mr. President, that this Committee be continued, and that the one vacancy on the Committee be filled by the incoming Board of Direction.*

Mr. Fuller.—I accept the amendment.

Mr. Junkersfeld.—Mr. President, I would like to point out that only about six weeks remain in which this Committee must complete its labor, in order that the new Constitution may reach the next Annual Convention in due form. If this Committee is materially enlarged it will not be humanly possible to finish its work within the time limit. There will be a loss of time; it may be that its work will not come before the next Annual Convention. You may as well realize that now. The present members have worked hard, and have attended to their duties very well indeed, considering the long distances they have to travel. I can see no way of getting the work completed within the next few weeks if you add to the number, at least, it is highly improbable that the work could be completed in time.

The President.—Was there a seconder to the amendment to the amendment? (Cries of "No".)

Mr. Hazen.—I wish to suggest that the draft of the new Constitution will be available very shortly. A preliminary draft, I understand, has been seen by the officers; I have seen a copy of it, and I have confidence in this Committee, even though it has not a New York member on it. If the draft shows any objectionable features, or contains anything it should not, I am sure within six weeks the Committee will be open to any valid suggestion from any member or group of members in the Society.

Mr. McDonald.—In bringing up this question, I may say that it was not because I did not have the fullest confidence in the honesty, skill, and integrity of this Committee—I want that understood. I felt, however, that it was well for its status to be thoroughly understood, so that no one would be in a position to take exception here to any action it might take. We have been informed that the Committee has power to fill its own vacancies; that is accepted, I believe, as correct; and I think now, if this meeting continues the Committee, it will remove any possible question as to its authority in the future.

The President.—Are you ready for the question?

* The Committee subsequently appointed A. D. Butler, M. Am. Soc. C. E., of Spokane, Wash., to fill this vacancy.

A. E. PHILLIPS, M. AM. SOC. C. E.—I would ask the Chair please to state the question.

THE PRESIDENT.—Will the gentleman who moved the amendment now under consideration please restate it.

MR. EARLE.—In connection with this matter I wish to say that in making the amendment I did not intend any reflection on this Committee. I believe the Committee is a most valuable one; I believe it is a most representative one; and I feel that the work it has done should be recognized by the Society. My only reason for suggesting the amendment was that if this Committee does not represent the entire Society, possibly the same disputes as have already occurred will be repeated at the Annual Convention. It was based on that thought that I made the motion, so that the Committee would have on it a representative from each district.

THE AMENDMENT IS DEFEATED.

THE PRESIDENT.—You have heard the amendment, which has been duly seconded and debated. Those in favor please signify by saying "aye"; contrary, "no". The amendment is lost.

The question now is on the motion offered by Mr. Fuller that this Committee be continued and present its results at the Annual Convention.

MR. RIGHTS.—I rise to a point of order. I think Mr. Fuller's motion was to present its results in time to be considered by the Annual Convention. That must be 60 days before the Annual Convention.

THE PRESIDENT.—Yes; the Chair accepts the correction. Are you ready for the question on the motion. Those in favor of the motion signify by saying "aye"; contrary, "no". The "ayes" have it, and the motion is carried.

There are some announcements to be made by the Acting Secretary.

THE ACTING SECRETARY.—I wish to announce the election by the Board of Direction on January 17th, 1921, of 11 Members, 66 Associate Members, 1 Associate, 14 Juniors, and the transfer of 21 Juniors to the grade of Associate Member.* I also have to announce the following deaths.†

I believe that Mr. J. P. H. Perry, Chairman of the Committee of Arrangements, and in charge of entertainments for the Annual Meeting, has some announcements to make in regard to the programme of excursions.

J. P. H. PERRY, M. AM. SOC. C. E.—Mr. President and Gentlemen: In order to give you definite information regarding the excursions and inspection trips, there have been handed out at the registration desk supplementary programmes, one 4-page and one 12-page folder, to give some details about the inspection trip to-morrow and the five so-called side trips which can be enjoyed this afternoon. There will be at each of these latter points a member of a Sub-Committee of the Committee of Arrangements, each wearing a blue badge, stationed, in general, at the entrance to the building to act as a liaison officer between the owners of the building and this Society.

(Mr. Perry then explained in detail the various plans made for side trips, excursions, entertainments, etc.)

THE PRESIDENT.—The Chairman is requested to ask members of all committees

* See page 149.

† See page 152.

of engineering societies dealing with the appointment of an engineer on the Interstate Commerce Commission, to meet Mr. Charles Hansel, Chairman of the Committee of this Society on that subject, in this room on adjournment for luncheon.

The Chair takes great pleasure in announcing the receipt on January 16th, 1921, of the following letter, and of the action thereon.

(Reads communication* in regard to the establishment of a Memorial to the late Arthur M. Wellington, M. Am. Soc. C. E.)

The Chair takes pleasure in announcing that the Board of Direction, at its Quarterly Meeting yesterday, accepted this offer with thanks.

It is now in order for the meeting to take up any new business that may be presented. I will say for your information that the Tellers' canvass of the vote has not yet been completed. They reported about three-quarters of an hour ago that the work was about half done, and promised another report about 1 o'clock. The regular programme announces luncheon at 1.15 P. M. on the Fifth Floor. It is now 25 minutes before that hour. Is there any new business to come before this meeting?

The Constitution requires the announcement of the results of the election to be made at the Annual Meeting, so that a motion to adjourn before the announcement of the election will not be in order. Unless there is new business, however, a motion to recess until about 2.15 P. M., or until such time as may be desired, will be in order, at which time the results of the canvass will undoubtedly be available for your information.

(On motion, as amended, the meeting recessed to 1.15 P. M.)

FIRST AFTERNOON SESSION.

The meeting was called to order at 1.15 P. M.; President Arthur P. Davis in the chair; Herbert S. Crocker, Acting Secretary; and present, also, about 650 members.

THE PRESIDENT.—The hour to which we recessed has passed, and I deem it my duty to call the meeting to order to find out what is your further pleasure, as the Tellers canvassing the ballot have not yet completed their work.

THE ACTING SECRETARY.—I understand that the count will be completed in about three-quarters of an hour.

THE PRESIDENT.—The Acting Secretary says it will take three-quarters of an hour more.

MR. WILLIAMS.—I move that we recess until 2.30 P. M.

(Motion duly seconded.)

MR. PERRY.—A number of members have asked who is to be the speaker for the Annual Smoker to-morrow night. There has just been held a meeting of the Committee of Arrangements, and the members of the Committee are willing to change the first plan of keeping the name secret so as to arouse interest, and to announce the name—Mr. Francis H. Sisson, Vice-President of the Guaranty Trust Company, New York City, who will speak here to-morrow night on the subject "The Engineer, His Future and Relation to the Economic Life of America."

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* See page 166.

The President.—The motion has been made and seconded to recess until 2.30 p. m. Those in favor please signify by saying "aye"; contrary, "no". The motion is carried.

(Recess is taken until 2.30 p. m.)

Second Afternoon Session.

The meeting was called to order at 2.30 p. m.; President Arthur P. Davis in the chair; Herbert S. Crocker, Acting Secretary; and present, also, about 850 members.

The President.—The hour has arrived, and slightly passed, to which the meeting took recess. I am just informed that the report of the Tellers is almost ready, and is momentarily expected here. The interim can be occupied by any new business which may have occurred to any member during the recess.

While we are waiting for the result of the vote, I would like to say just a word on behalf of the entire membership of the Board of Direction, of the Society at large, and of myself. The differences that we have had during the past few months or years, as you all know, have been dwelt upon, perhaps, more than anything else. I wish to mention a few things about which we all agree:

First and foremost, I think there is unanimous agreement, as far as I know, in the desire to preserve the traditions and the prestige, and especially the high requirements of membership on which this Society has always insisted, and which the tendency is to improve or make more rigid. So far as I know, we are unanimous in that respect.

Another point on which we are unanimous, I am very sure, and which is still more important, is that we all believe in the rule of the majority; and whatever the result of the election that will be announced soon, both the victors and the defeated will accept it with the best grace possible, and give their most cordial support to the men and policies which the Society selects by this ballot, as well as all previous ballots. I hope I can say that on behalf of every member of the Society.

Over the past not Heaven itself has power. What has been, has been; and I have had my hour. Personally, I wish to say that, as a member of the Board of Direction, it will be my desire and effort to carry out in the utmost spirit of harmony and good feeling whatever results are decided on by the ballots that have been taken and the ballots that are to be taken in the future.

If any one has any new business to propose, I think we shall probably have a few minutes before the report of the Tellers; or, if any motion is desired to be made by which a recess can be taken until it is received, the Chair will entertain such a motion.

Appointment of Engineer to Interstate Commerce Commission.

Charles Hansel, M. Am. Soc. C. E.—I would be glad to get the benefit of the discussion of a question that has been assigned by the Board of Direction to a Committee of which I am told to-day I am Chairman; that is, the Committee to join with committees of other engineering societies, or federations, in respect to an endeavor to secure the appointment of an engineer to the Interstate Commerce Commission.

Of course, when we come together and talk about these high public places, we often say that engineers are very peculiarly fitted to fill any offices in the State. Apparently, however, they have not demonstrated it to the extent of confirming it in the public mind. At any rate, they are not so appointed—which is the answer. I think there is one man, however, who has excelled the majority of engineers in this respect—Mr. Herbert C. Hoover, a member of this Society.

Now, I am strong on public service; that is to say, service for the public. I feel that the engineer has fallen short in that respect, and I think we all in our hearts join in that feeling. The duty that has been assigned to the Committee, in behalf of the Society, is to endeavor to co-ordinate with all other committees of other engineering societies and to join in an appeal to the President of the United States, the incoming President, for the appointment of an engineer to the Interstate Commerce Commission.

I have talked with some engineers on this subject, and they do not all feel that engineers are particularly qualified for such work. I have a great deal to do with the Interstate Commerce Commission. I have a great regard for its members individually, particularly in view of the really enormous job they have. I feel that what we need on that Commission is a fair-minded man. He does not have to be an engineer, nor does he have to be particularly trained in any other particular activity of mind. So before we go on as a small Committee of a comparatively small Society, as engineers are now numbered in societies, I want to feel that the engineers here to-day think that every effort should be put forth by our Committee of four to endeavor to get an engineer appointed to this Commission.

There are in prospect in the very near future three appointments, and the time is short. It is difficult indeed to know even what committees have been appointed throughout the country—our own Acting Secretary cannot inform me on that point. So you see we are in somewhat of a twilight zone, to say the least. While we are waiting here for the Tellers to report, I would ask whether any one has any suggestion as to how we should proceed, or if we should proceed at all.

The President.—Discussion of the question suggested by Mr. Hansel is now in order, if any one has any suggestion to make.

Alexander C. Humphreys, M. Am. Soc. C. E.—I would like to say a word on that subject. At the start I might say I think it is the duty of this Society, and of all the engineers of the United States, to strive persistently for just such recognition as is here requested.

I am sorry to hear that Mr. Hansel has found some of his friends do not believe that engineers are qualified to fill these public positions. There are engineers and engineers. Certainly there are some engineers who, being wholly devoted to specific work, would have no sympathy with such an idea, and they would be none too anxious to undertake it; but there are certainly many other engineers who have had a broad training in many branches who are particularly qualified, not to serve as engineers alone, but to serve as members of the Commission.

I can give one instance, from my very broad experience (I am sorry to say) with public commissions. I will not take the time to express my view of public service commissions in general. There are exceptions, of course. On a certain Commission before which I had to appear repeatedly because a company of which I was President was brought before it from time to time without adequate reason, an engineer

finally was appointed. The whole character of its work changed; or rather, it changed as soon as he could, in his quiet way, make his influence felt, as soon as he could prove that he was an honest man and knew what he was talking about. In other words, the men acting as judges had their views distinctly changed because of their association with that engineer, who had benefited by a broad training.

Why does not the work of an engineer qualify him particularly for the work these commissions have to undertake? Is it true that the lawyers are particularly qualified? I believe one thing disqualifies lawyers as a class—they are ready to take any side of any question. I do not think engineers, as a class, are prepared to take even a retainer on a question in which they do not believe, and which they do not believe they can honestly represent. There was a gentleman in this room this morning who could tell a story on this point about a man very high in office whom he tried to retain as a witness.

Now, are the lawyers always correct? Suppose I were to tell you that in one of the most important cases, probably the most important case that ever came before the Courts of the United States—in one department, that is, the gas business—an unanimous opinion of the Supreme Court of the United States says in so many words that it is a well known fact that a cast-iron water main will not stand the pressure measured by a column of water 2½ in. high. A great many of you would say "Humphreys has misread that; he has not stated it accurately." I carried that portion of the opinion in my pocket for two or three years, and I have discussed this opinion with one member of that Court. I told him he could make a pretty experiment by taking the thinnest drinking glass he could get, and have his butler fill it almost to 2½ in., and then fill it to 2½ in.—and then, of course, it would break, because cast iron would break and consequently glass, being weaker, would surely break. He told me to go to——.

Seriously, gentlemen, I do hope that this matter is going to be taken up effectively. I cannot conceive that the majority of engineers in this country would feel in any way other than that we ought to be represented on these public bodies. I think it is because we do not consider the questions seriously enough that more engineers are not appointed. We are certainly going to push it in the American Institute of Consulting Engineers. We are going to push it to the limit. We have done a great deal of work in that regard already, and I sincerely hope that the Chairman of this committee will be prepared to go forward enthusiastically.

The President.—Is there any further discussion of this question?

Mr. Hansel.—If nobody else wishes to discuss it, I would like to add a word. I should have said that Engineering Council had done a great deal of work on this issue that you probably do not know anything about. It was done in an orderly manner, and I thought in a very forceful manner, although it did not happen to succeed.

I did not mean to say that an engineer was not qualified for this work; but I questioned whether he is any better qualified, whether he has any ground for claiming that engineers as a class have been so interested in public affairs, that they have given up so much of their time that they should command the general esteem for their work in public affairs? The engineer is esteemed as a technical man, but I regret to say that I believe he is not particularly esteemed as a public servant because he has not served.

The question that I want to know is, if we go forward—and I shall endeavor to do so to the best of my ability—how shall we get in touch with the other engineering societies? I asked your President before we adjourned if he would be kind enough to ask members of any committee appointed by any engineers' club, any engineering society, or any technical society that had taken up this matter, to meet me during the adjournment over the noon hour. Two gentlemen came to me—one was from Kansas City, Mo., and had just been elected President of the Engineers' Club there, which had a committee under consideration. He said, "Of course, the very important thing is to know whom we shall suggest to the President."

Now, I cannot suggest how we can co-ordinate all the engineers of the United States into a concentrated effort to get some one particular man before the President. Our Acting Secretary is unable to help us in any degree because he does not know, and I do not see how he could know, about these committees that have been appointed, because he is not advised of them. These engineers' clubs and various engineering societies do not advise him of those general activities.

I thought I would take this opportunity, when there was nothing else of greater importance before the meeting, to urge you to get busy with each of your societies and help to get co-ordinated on this subject.

The President.—Is there any further discussion of this question, or any other question any one desires to bring up? One of the interesting developments of recent years, along technical and commercial or civic lines, is the building of improved roads throughout the country. A vast sum of money has been spent, and a vast sum of money is now available to be spent, in the construction and improvement of new roads. The demand for good roads is almost overwhelming. The amount of money to be spent is very large, and it is a question in which engineers should take an active and prominent part.

There are various societies and organizations which have been taking it up. The United States Government has in progress some research work on this question. The American Society of Civil Engineers has been repeatedly requested to take some part in it, but there are so many engaged therein that it seemed difficult to undertake anything that would not be a duplicate of something else, and possibly arouse antagonism, and do as much, or more, harm than good.

For the past year or two the Society has had a Special Committee on the subject of highway engineering. That Committee finds that its operations are somewhat hampered in two ways, one in the way that I have described, one because so many people are dabbling with the question—and some of them very usefully, I do not mean to say that in any discourteous or disparaging sense—but the demand is insistent on the part of some of our members that we take a more active part.

This matter, with a strong argument from one of our members, was referred recently to the Committee on Special Committees, and one who explained this question very lucidly to the Board of Direction is here. I would like to have Vice-President Metcalf, and Acting Chairman of the Committee on Special Committees, explain to this meeting the situation in regard to the Society's relations to the improvement of public roads, in view of the fact that our membership and the Board of Direction, and all of us, are anxious to contribute to this very notable field of activity, where much money is being, and promises to be, wasted unless some

co-ordination and better line of construction can be adopted than that used in the past.

Mr. Metcalf, is it asking too much to request you, for the information of this meeting, to repeat what you stated to the Board of Direction?

Relation of Society to Highway Engineering Investigations.

Mr. Metcalf.—I shall be very glad to do it, Mr. President and Gentlemen. I will ask the Acting Secretary to get the final conclusions reached by the Committee, in order that I may state them more concisely to you than I can extemporaneously.

The suggestion came from J. B. Lippincott, M. Am. Soc. C. E., of Los Angeles, Cal., that it would be highly desirable for this Society to take the matter in hand actively, to carry on an investigation in such a way as to assist different parts of the country to get the benefit of the work which had been done in other places. He brought home to us in a few admirable words the large sums of money which had been appropriated and which were being expended, the disastrous experience which had been had in various communities, citing his own State, for instance, in which long-term bonds had been issued for the construction of certain highways that had gone to pieces in a comparatively few years, or at all events, which under the traffic conditions they had had to bear and to which they were not suited, had broken down to such a degree as to require very important expenditures to make them usable.

That same thing, of course, has happened in various parts of the country. Although the Board of Direction had faced this problem two years ago and had gotten into touch with a large number of members of the Society best informed on this subject, it had concluded at that time that it was wiser not to attempt to go into the research field, by reason of the very heavy expense involved, and in the belief that such work should be taken up by the Government and municipalities. The Board therefore appointed a Committee which should keep the membership in touch with what was going on, how to find information, etc., but it seemed desirable to approach this subject anew, with an open mind, to see whether a time had now arrived when it would be advantageous for this Society to take up the matter.

It was then referred to the Committee on Special Committees, and in the absence in Hawaii of Mr. John W. Alvord, Chairman, it fell to the lot of Dean Anson Marston and myself to investigate the question. Dean Marston was well informed on the question; I, unfortunately, was not. I felt I was not in a position to pass personal judgment, and following the past precedent of the Committee on Special Committees, I sent a questionnaire, a comparatively large number of letters—some forty-five or so—to different men in this country who were dealing actively with this problem, some in State employ, some in Government employ, some in private practice. I also asked certain of these men if they would kindly suggest the names of others with whom I should get in touch in order to come to a fair understanding of what was being done.

The time was very short in advance of the meeting of the Board of Direction; but I am glad to say that we received enough replies in answer to the questionnaire which I had sent out to get a clear consensus of opinion. The questionnaire, in

substance, asked the questions: Whether this Society should now proceed to take an active part in this work, either alone, or in co-operation, as the men addressed might think desirable? Whether information was being assembled at the present time by other agencies to such an extent that it would be wiser for the Society not to get into the field except to the extent of giving active moral, and, so far as possible, financial support?

I wish you might all have seen the letters that came to us from the members of the Society who were good enough to meet this very important question in a thoroughly constructive way. Among them were two that I shall be very glad to read to this meeting, if time will permit, because I think they will interest you very much, as they did the Board of Direction. The consensus of opinion clearly seemed to be that the matter was already so far along, in the hands of the National Research Council and the U. S. Department of Public Roads of the Government, and certain other highway agencies, such as the Association of State Highway Commissioners, and so much money was involved in the carrying out of research work on this problem, that it was wiser that the Society should limit its activities to co-operation with the existing agencies, and not to enter into the field independently.

The report, therefore, that the Committee on Special Committees recommended to the Board, which is a brief one, summed up the matter in this way:

(Mr. Metcalf read the report* of the Committee.)

The Board of Direction approved this report of the Committee, and adopted it.

Before reading these letters, may I be permitted to say that the difficulty is a very serious one, for the following reasons: Heavy expenditures are going on at this present time, new expenditures, appropriations and new contracts are being made from month to month; and it is undoubtedly true, as Mr. Lippincott states, that mistakes are being re-enacted in different parts of the country.

Men interested in these problems, as Mr. Lippincott and his friends from the West were, go to Washington and attempt to get specific advice from the Road Department, but find it impossible to do so. They are given the benefit of seeing the records that have been established, or the experimentation done to date, I believe; but the difficulty is that the men who are experimenting feel—and it is a fact, of course—that they are at the beginning of their experiments. Much work has been done, but it is not yet safe to draw final conclusions, and these authorities naturally feel that in a matter of this sort a Government Board or Bureau is in great danger if it makes preliminary suggestions.

It does seem, however, as if here were a case where the situation would be helped if we could have what might be called an educated guess from these authorities on the basis of the results thus far obtained, which might aid in preventing unwise action; statements from time to time of the trend of thought and evidence.

Thus far such guesses have not been forthcoming. This leads, of course, to the question as to whether, economically, we are not making a mistake in pushing, blundering, ahead too rapidly. There are various agencies, of course, such as manufacturing establishments interested in road machinery and proprietary articles used in the building of highways, and the automobile interests, which are actively pushing the advance of the highway problem.

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* See page 158.

It may be wiser for the States to call a halt on expenditure for new roads, to counsel postponement, in the light of the present financial condition of the country, of some of these expenditures, until it shall be not only in a better financial position, but more important still, until it can be decided what it is really wise to do in the design of road sections and materials.

One of the important things, I judge from these letters, is the necessity of making some decision as to the kind of traffic which shall be permitted on the roads, and deciding the question of the size of trucks. Up to this time there has been no well co-ordinated action.

Shall I read these letters, sir?

THE PRESIDENT.—Just as the meeting desires. If there is no objection, these letters will be read; they are very interesting.

MR. METCALF.—The first of these letters is from Hunter McDonald, Past-President, Am. Soc. C. E., who wrote under date of January 12th, 1921, as follows:

"NASHVILLE, TENN., JANUARY 12TH, 1921.

"MR. LEONARD METCALF,
"14 BEACON STREET,
"BOSTON, MASS.

"DEAR SIR.—Answering yours of January 4th, requesting expression of opinion from me on certain matters connected with duties of the present Highway Committee of the American Society of Civil Engineers, the answers given below refer to numbers on the second page of your letter.

"1.—I do not think the duties of the Highway Committee should be extended to cover the investigation, correlation and annotation of experience with road materials of different kinds in different parts of the country. I think the Bureau of Public Roads is the proper body to undertake this work, and my information is that it has already made considerable advance along these lines. I believe it has the best opportunity, since it has command of funds and apparatus which are not available to a committee of our Society.

"2.—I do not think the duties of the present Highway Committee should be extended to cover investigation of road materials of different kinds and character to be found in different parts of the country. This would be found an interminable work on account of the great variety of local conditions and materials found in such localities as well as the traffic to be taken care of.

"3.—I do not think the duties of the present Highway Committee should be extended to cover a report upon the probable length of life of different road materials under different traffic conditions. I believe this information should be collected by the Bureau of Public Roads, although I believe the Committee should undertake to keep in touch with the investigations of this Bureau and report the same.

"4.—I am not advised of the work being done by the National Research Council along the lines above mentioned. My belief is that if the Council is undertaking this work, the result will be a very decided duplication which should be avoided, if possible.

"5.—I do not think the work outlined in Paragraphs 1 to 4 can be effectively done by a committee of this or any other Society on account of the lack of financial and physical resources to make a proper investigation of the matter.

"6.—I do not think the enlarged work outlined in Paragraphs 1 to 4 should be undertaken by the Society even if financial assistance can be secured from the Government. However, the Committee should keep in touch with the work being done by the Bureau of Public Roads to place themselves in position to make suggestions from time to time as to the scope of investigations which may be under-

taken by the Bureau and advise our members from time to time as to results which are being secured.

"I recently spent four days in listening to the discussions of the American Association of Highway Officials at the meeting held in Washington, D. C. A large number of the highway engineers present were members of the American Society of Civil Engineers, and many of them presented very valuable opinions and reports upon investigations which have been made under their jurisdiction.

"I visited the experimental work on durability of paving materials under variable physical conditions which was being carried on at Arlington under direction of the Bureau. I found much which would interest highway and railroad engineers. I was particularly interested in the different phases of the problem which confronts the highway engineer in New England and Wisconsin.

"It appears that the general conception of the State Highway Commissioner, and probably the Director of the Bureau, is that the highway must be so constructed and maintained as to be always in a condition not only to relieve railroads in time of congestion, but to take over a large part of the railroad tonnage, particularly that involving only a short haul.

"It was pointed out that when trucks were heavily loaded, one passage over a highway might destroy for all time to come the hard surface which may have been built at tremendous expense. On the other hand, the representatives from Wisconsin contended that they did not wish to build highways which would withstand such loads, that their problem was to furnish the inhabitants of that State as promptly as possible with some means of traversing a country which, without improved roads, was practically impassable. They advocated the cheapest form of surface which would be passable for light vehicles.

"It seems to me that there is a splendid field for work of a Highway Committee of our Society in directing the attention of the public to the fact that no necessity exists for burdening the highways with loads which can and should be transported by rail, that money spent for highways which parallel railroads is largely for the benefit of the pleasure seeker and does not result in the greatest aid to our agricultural and manufacturing interests. Highways which are designed to bring traffic to the railroads are the kind which will most benefit the people who pay the taxes. I have no doubt but that the railroads would be glad to be relieved of their short-haul traffic, which is usually unremunerative and can frequently be moved to greater advantage on highway trucks.

"However, the general public should not be taxed to build highways capable of carrying such traffic, and the trucks which impose the burden should bear the additional expense necessary to render the highway capable of carrying such traffic. The pleasure tourist should bear the principal burden of constructing and maintaining long highway routes which are useful principally to those who are in position to enjoy them.

"The automobile industry and their sales organizations are in my opinion the most potent influences at present engaged in perfecting our system of good roads. It is no doubt a commendable enterprise, but certainly there can be no economy in burdening the country with bonds payable within fifty years to build roads, the greater part of which will have to be rebuilt in ten years. The luxury of good roads should be paid for by the people who enjoy them.

"It may be argued that the problems above referred to are those of the political economist and not of the engineer. My answer is that the political economist will be lost without the advice of the engineer on such subjects. It may be also argued that my views are biased on account of my predilection for railroad interests. I confess to having a very decidedly good opinion of the ability of the railroads to care for their appropriate traffic, and any failure which they may have shown in the past has been due to conditions imposed by circumstances utterly beyond control of those in charge of the railroads, and I am firmly convinced that if it were feasible to control the speculative habits of our citizens, traffic congestion at ports, resulting in idle cars and consequent failure to move traffic, would be greatly lessened.

"I think there is a field for the Highway Committee suggested in the above remarks, which, if studied conscientiously would develop much more beneficial results to the public at large than the study of the technical details of road building materials.

"I would suggest that you endeavor to secure a copy of the proceedings of the meeting referred to above, which I presume you can do, whenever they are published, by application to the Chief of the U. S. Bureau of Public Roads, Mr. Thomas H. McDonald.

"Very truly yours,

(Signed) "HUNTER McDONALD."

It is fair to add that Mr. McDonald had no idea that his letter would be used in this way, and that he would, as he has stated to me, have wished to go over it and possibly redraft it. It seems to me, however, that it is an admirable letter just as it stands.

The other letter is from John M. Goodell, Assoc. Am. Soc. C. E., former Editor of *Engineering Record,* who has had a very large experience in this field. For some years he has been connected with the Bureau of Public Roads of the U. S. Government, and has also carried on special investigations for certain of our highway associations, and is, I think, one of the best informed men in this field in the country.

"JANUARY 14TH, 1921.

"MR. LEONARD METCALF,
"BOSTON, MASS.

"DEAR MR. METCALF.—Before answering your specific inquiries in your letter of January 4th about the desirability of appointing a new Highway Committee of the American Society of Civil Engineers, I wish to make a preliminary statement, as follows:

"The confusion in the highway field to-day is due to failure to realize that road engineering is merely one part of a single big economic problem, namely, transportation of persons and goods over roads. Roads are but one group of factors to be considered, for vehicles offer even greater problems, and the economic problems are wholly different and, in these days of readjustment, transcend the engineering problems.

"Personally, I am opposed to any further substantial investment in extensive highway improvements until it can be shown that: (1) the investment is warranted by economic conditions and will be protected against destruction by destructive travel for which the construction is unsuited; or, (2) the construction is suitable for the heavy travel already certain to come on the given road. I am completely opposed to the claim that roads should be built to carry a few excessively heavy trucks, when much less expensive construction is suitable for all other travel for years to come, for it seems to me a waste of public funds for the benefit of a very few. In short, the economic features are much more important, in our present financial condition, than the engineering features.

"Answering your specific inquiries:

"1.—There are to-day ample facilities and agencies, notably the Bureau of Public Roads, to cover the investigation, collation and annotation of experience with road materials everywhere in the country. The proposed work is expensive if well done, and there is no need for the American Society of Civil Engineers to enter a field already well cultivated.

"2.—The present Highway Committee should not undertake the investigation of road materials found in this country. This is now done by the Bureau of Public Roads with the co-operation of all State Highway Departments, and an enormous mass of data has been collected.

"3.—The present Highway Committee is not, and cannot be put, in a position to gather better information regarding the reasonable life of road materials than is now being gathered by the Association of State Highway Officials and the Bureau of Public Roads, in co-operation.

"4.—I believe the Society can use its funds to the greater advantage of its members as a whole in other ways than co-operation in the road research of the National Research Council.

"5.—I strongly oppose paying a cent to the Research Council.

"6.—The Bureau of Public Roads will be glad to secure the co-operation of this Society in the work it is authorized by Congress to perform, but it will tend to hurt that Bureau's valuable service for the American Society of Civil Engineers to appeal to Congress for road-investigation funds.

"Very truly yours,

(Signed) "JOHN M. GOODELL."

I owe it to Mr. Goodell to say that this was a personal letter to me, and perhaps I am overstepping my personal privilege in presenting it in the manner that I have done; but it seemed to me that it was a matter of such importance, and he has put his point of view so admirably that you would all be interested in it.

In this connection, it is interesting to note a fact which was brought to the attention of the Board of Direction, that at present certain of our colleges are giving short courses during the Winter for men interested in this field—in some cases giving collegiate credit for it, and in other cases giving no credit for it. A very interesting experiment is shortly to be tried by Prof. Milo S. Ketchum, of the University of Pennsylvania, a Director of this Society, in calling a convention of highway engineers in connection with such a school, to the support of which the State has co-operated in a very cordial way by sending apparatus and men; the U. S. Government is doing likewise, to demonstrate the latest methods and viewpoints, and to give those who attend the school the advantage of a brief, intensive course in this field of activity.

It does seem to me, in conclusion, that this is a matter of the utmost importance, not only to engineers, but, in a greater degree, to the public at large; and it is one in which the new Board of Direction can, and I think undoubtedly will, take a very sincere interest.

RESULTS OF BALLOT FOR OFFICERS.

THE PRESIDENT.—The Chair wishes to extend thanks to Vice-President Metcalf for his lucid explanation of this very important subject.

It is now the duty of the Chair, under the Constitution of the Society, to announce the result of the Annual Election. This report which I have in my hand is signed by F. B. Church, Chairman, and the 44 other Tellers as appointed, and is as follows:

"33 WEST 39TH STREET, NEW YORK, N. Y.,
"January 19th, 1921.

"TO THE SIXTY-EIGHTH ANNUAL MEETING,
"AMERICAN SOCIETY OF CIVIL ENGINEERS:

"The Tellers appointed to canvass the ballots for Officers of the Society for 1921 report as follows:

"Total number of ballots received		7189
"Deduct		
Ballots from members in arrears of dues	122	
" with lettered instead of written signature	4	
" with unidentified signature	1	
" from persons not members	15	
" from Juniors and Associates	11	
" unsigned	28	
Blanks	0	
Total number not entitled to vote		181
Ballots canvassed		7008

"*For President:*

George S. Webster	4036
J. Waldo Smith	2819
Scattering	0

"*For Vice-Presidents:*

Andrew M. Hunt	3947
Edward E. Wall	4003
Allen Hazen	2947
Frank G. Jonah	2791
Scattering	4

"*For Treasurer:*

Otis E. Hovey	4093
Arthur S. Tuttle	2793
Scattering	0

"*For Directors:*

District No. 1	John P. Hogan	6243
	Ira W. McConnell	4052
	Robert S. Parsons	2740
	Scattering	11
District No. 4	Richard L. Humphrey	4001
	Harry A. Lane	2499
	Scattering	0
District No. 9	Baxter L. Brown	3883
	Alexander Maitland, Jr.	2609
	Scattering	0
District No. 10	Frank T. Darrow	6689
	Scattering	9
District No. 11	George G. Anderson	4046
	Richard D. Parker	2538
	Scattering	9

"F. B. Church, *Chairman,*

"C. S. Bilyeu,
A. W. Carpenter,
Clement E. Chase,
W. T. Chevalier,
W. H. Chorlton,
C. E. Conover,
B. L. Cushing,
R. de Charms, Jr.
Irving Demarest,
H. S. Devlin,

"B. C. Donham,
W. A. E. Doying,
Boyd Ehle,
Torris Eide,
A. C. Everham,
J. F. Fairchild,
S. E. Fairchild, Jr.
Felder Furlow,
R. R. Graham,
W. G. Grove,

"N. C. GROVER,	"B. B. PRIEST,
H. P. HAMMOND,	P. J. REICH,
GEORGE P. JANES,	SAMUEL I. SACKS,
J. M. JOHNSON,	J. A. SARGENT,
C. A. MCCULLOUGH,	L. H. SHOEMAKER,
A. B. MCGREW,	F. L. STEARNS,
F. R. MCMILLAN,	J. S. SWINDELLS,
DAVID MERIWETHER, JR.,	A. TRAVERS-EWELL,
F. H. NEWELL,	H. S. VAN SCOYOC,
C. W. OGDEN,	J. E. WADSWORTH,
GEORGE PAASWELL,	J. J. WALKER,
GEORGE PERRINE,	T. S. WILLIAMS,

"Tellers."

(The President announced the election of the Members having the highest votes for the respective offices.)

MR. FULLER.—I desire to move that Messrs. J. Waldo Smith and Allen Hazen be accorded the privilege of serving on the customary Committee of Two to escort to the platform our new President, Mr. George S. Webster.

MR. WILLIAMS.—I second the motion.

THE PRESIDENT.—Those in favor of the motion signify by saying "aye"; contrary, "no". The "ayes" have it. Mr. Smith and Mr. Hazen are appointed to escort the President-elect to the platform.

I wish to say that Mr. Smith said to-day that he would enjoy this office very much better than the reverse.

GEORGE S. WEBSTER, PRESIDENT, AM. SOC. C. E.—Gentlemen, I can hardly find words to express my appreciation of your vote in electing me President of this Society. Every engineer must realize that this is the greatest honor that can come to a member of our Profession. From my acquaintance with the management of the Society, as Director and as Vice-President, and my knowledge of the personnel of the incoming Board of Direction, I am convinced that the affairs of the Society, and the questions which have come before it during the past year, will receive careful, deliberate consideration, and that they will be disposed of, and the problems solved, in a manner that will be to the best interests of the American Society of Civil Engineers, and for each one of its members.

It is especially gratifying to hear from the Past-President, Mr. Davis, the attitude of the Board of Direction on the problems confronting us; and I also appreciate being escorted to the Chair by Mr. Smith and Mr. Hazen, I feel that it assures to the incoming administration the sympathetic support of all the members, and with that support we will use our best endeavor to advance the interests of the Society.

I feel that this is no time for me to make an address. My turn will come later. But I wish again, before taking my seat, to express to you the high appreciation that I feel in being elected to this office, and my gratification for the assurance from the members of their support in carrying out the work that will be entrusted to me.

MR. FULLER.—This morning I was impressed with the very fair-minded and efficient manner in which our business meeting was presided over by Past-President Davis. When we adjourned for luncheon it gave me a good deal of satisfaction

to welcome Mr. Davis and compliment him on the very efficient manner in which he had presided.

I desire to have the records of this meeting show publicly my appreciation, and to make a motion that this meeting record its appreciation of the manner in which Past-President Davis has presided.

(Motion duly seconded.)

President Webster.—I assure you, Mr. Davis, that it is with great pleasure that I put this motion. Gentlemen, you have heard the motion. We shall put it to a rising vote. Mr. Davis, the vote is unanimous.

Past-President Davis.—Mr. Chairman, just one moment. I desire, gentlemen, to thank you most profoundly for this courtesy, and to express to you my thanks and appreciation for the indulgence and co-operation that have been accorded to me on every occasion on which I have presided over the meetings of the American Society of Civil Engineers and its Board of Direction.

In all the differences that have arisen there has been in these bodies no thought on my part, and I think I can say on the part of others, of anything of a personal nature, or of personal resentment or antagonism of any kind; and I can hope for no greater future success in that line than that this will continue in the future as in the past.

I thank you most profoundly for your courtesy.

President Webster.—The Acting Secretary informs me that there will be a meeting of the Board of Direction immediately upon the adjournment of this meeting, on the Fifteenth Floor.

Is there any further business, gentlemen, to come before the meeting?

(A motion to adjourn was duly seconded and carried, and the President declared the meeting adjourned.)

EXCURSIONS AND ENTERTAINMENTS AT THE SIXTY-EIGHTH ANNUAL MEETING

Wednesday, January 19th, 1921.—During the recess of the Business Meeting, between 1.30 and 2.30 P. M., luncheon for about 800 was served on the Fifth Floor of the Engineering Societies Building.

After the final session of the Business Meeting, the members were offered the choice of five trips to various points in the city, described in a small folder issued for their information, which many attended as follows:

Trip No. 1.—About 35 members selected the trip to the Experimental Laboratories of the Western Electric Company, 463 West Street, where they inspected the research work in connection with the Bell Telephone System done by the Engineering Department, and also in co-operation with the Department of Development and Research of the American Telephone and Telegraph Company. Through the courtesy of F. B. Jewett, Chief Engineer, special demonstrations were arranged, and the visitors were conducted over the interesting parts of the laboratories.

Trip No. 2.—Four members selected the trip to the Surveying and Engineering Instrument Factories of the Keuffel and Esser Company, 3d and Adams Streets, Hoboken, N. J., where they were shown the methods of manufacturing optical glass, the grinding and polishing of lenses, and the processes of manufacture and adjustment of range finders, of periscopes and of engineering and surveying instruments.

Trip No. 3.—About 500 members and guests visited the Fox Film Corporation Motion Picture Studios and Laboratories, 55th Street and Tenth Avenue. They were shown the largest motion picture plant under one roof in the world, the two large stages used in the production of moving picture scenarios, and also the dressing-rooms, the studios where twenty companies can work simultaneously, the laboratories for scientific research, and the large administrative offices.

Trip No. 4.—About 15 members selected the trip to the Fletcher's Castoria Company Building, Varick and Grand Streets, and the warehouse of the Western Electric Company at Hudson and West Houston Streets, the latter being about the largest concrete building ever erected on Manhattan Island.

Trip No. 5.—Eight members visited the Long Distance Telephone Exchange of the American Telephone and Telegraph Company in the Walker-Lispenard Building, 24 Walker Street, where they inspected the large switchboards, the provisions made for training new operatives, the practice switchboards, lecture and reception rooms, rest and lunch rooms, and emergency hospital facilities.

At 9 P. M. there was a reception to the President in the Grand Ball Room at Delmonico's, 44th Street and Fifth Ave., followed by dancing, at which about 240 members and guests were present.

Thursday, January 20th, 1921.—In accordance with the plans of the Committee of Arrangements, issued in a pamphlet distributed to the members, the day was devoted to an inspection trip which included an excursion to Long Island City, luncheon at the Metropolitan Life Insurance Company Building followed by an address by its President, Mr. Haley Fiske, and inspection of the "human engineering" activities of the Company.

Buses were provided to carry the members and guests to the number of about 575, who left the Engineering Societies Building at 9.45 A. M., for the trip to Long

Island City. The various points of interest along Fifth Avenue were pointed out, the party passed over the Queensboro Bridge, from which a view of the Hell Gate Bridge was obtained, and was shown the Sunnyside Yard of the Pennsylvania Railroad.

In Long Island City the party was divided into small groups, which were led by competent guides through various buildings as follows:

1.—The Loose-Wiles Biscuit Company Building, which is the largest bakery building in the world, occupying an area 430 by 200 ft., and is of reinforced concrete, ten stories high. The machinery and methods used in the production of 360 kinds of biscuits and crackers were described.

2.—The Ever-Ready Works of the Union Carbide and Carbon Company, erected in 1914, where normally 1 800 people are employed, and where the processes for the production of over 30 000 flashlights and 150 000 batteries per day were inspected.

3.—The factory of the American Chicle Company, which has just been completed, and in which the use of concrete embellished with tile for the exterior finish, and the general process of manufacturing chewing gum, were explained. The capacity of this plant, when on full production, is 250 000 000 pieces of chewing gum per week.

On the return trip the Metropolitan Life Insurance Company's new printing building was inspected, the attention of members and guests being drawn to the unusual design of the all-concrete exterior. The very large floor areas, divided by means of concrete fire curtains suspended 3 ft. from the ceiling for the purpose of confining heat to the sections where the fire originates, to cause prompt operation of sprinkler heads, were pointed out as a special feature of the building. The points of interest along Park Avenue and Fourth Avenue were described, and on arrival at the Metropolitan Life Insurance Building, the party passed through the recently completed new annex on the northeast corner of Madison Avenue and 24th Street. About 810 members and guests were present at a luncheon given by the Metropolitan Life Insurance Company and listened to a most enlightening address by President Fiske, who explained in detail the many activities of the Company, and the special provisions for the health, recreation, and general welfare of its employees. Moving pictures of the Sanitorium built by the Company in the northern part of New York State, were shown.

The party was divided into small groups, which were conducted to all the various points of special interest in the building, including the dance hall, dental clinic rooms, commissary department, filing rooms, card-selection and punching machine room, hospital facilities, etc.

At 8.30 P. M., in the Auditorium of the Engineering Societies Building, Mr. Francis H. Sisson, Vice-President of the Guaranty Trust Company, New York City, delivered an interesting address on "The Engineer, His Future and Relation to the Economic Life of America". About 800 members were present, and following the address there was a social and an informal Smoker on the Fifth Floor.

The following list contains the names of 1 087 members of various grades who registered as being in attendance at the Annual Meeting. The list is probably incomplete, as some members failed to register, and it does not contain the names of any of the guests of the Society or of individual members. It is estimated that the total attendance was about 1 250.

ATTENDANCE AT ANNUAL MEETING.

Abbott, C. P........White Plains, N. Y.
Abbott, H.............New York City.
Adams, E. G...........New York City.
Aertsen, G............Philadelphia, Pa.
Aikenhead, J. R.......Rutherford, N. J.
Albert, F. W.........Washington, D. C.
Alexander, A..........New York City.
Alexander, H. J....White Plains, N. Y.
Allaire, A.............New York City.
Allen, C. F.......West Roxbury, Mass.
Allen, C. M...........Worcester, Mass.
Allen, E. Y............New York City.
Allen, F. W.........Mt. Vernon, N. Y.
Allen, H. D.............Newark, N. J.
Allen, K...............New York City.
Allen, W. A.........Perth Amboy, N. J.
Ammann, O. H.....South Amboy, N. J.
Anderberg, E..........New York City.
Anders, D. W.........Philadelphia, Pa.
Anderson, B. B.........Brooklyn, N. Y.
Anderson, G. G.......Los Angeles, Cal.
Andrews, G. C...........Buffalo, N. Y.
Appleton, T. A..........Beverly, Mass.
Archer, A. R....Port Washington, N. Y.
Archibald, W. M........New York City.
Armstrong, A. F.........Albany, N. Y.
Armstrong, R. W.......Waltham, Mass.
Arnold, B. J...............Chicago, Ill.
Ash, W. J...............Newark, N. J.
Ashbridge, R. I. D...E. Downington, Pa.
Atkinson, A......New Brunswick, N. J.
Atkinson, G...........New York City.
Atwater, H. C.........New York City.
Atwood, T. C............Durham, N. C.
Atwood, W. G.........New York City.
Austin, W. E..........New York City.
Averill, J. L.............Newark, N. J.
Aylett, P..............New York City.

Babcock, W. S.........New York City.
Baird, H. C...........New York City.
Baker, F. A...........New York City.
Balcomb, J. C.........New York City.
Baldwin, A. S.............Chicago, Ill.
Baldwin, E. H., Cornwall-on-Hudson, N. Y.
Baldwin, W. J., Jr.....New York City.
Balleisen, L. L.........New York City.
Ballinger, W. F.......Philadelphia, Pa.
Bamford, W. B..........Belmar, N. J.
Baptiste, E. E.......Jersey City, N. J.
Barnes, F. E...........New York City.
Barnes, T. H...........New York City.
Barnett, R. P.........New York City.
Barney, S. E.........New Haven, Conn.
Barney, W. J..........New York City.
Bartoccini, A..........New York City.
Bascome, W. R........New York City.
Basinger, J. G.........New York City.
Bassett, E. M.........Philadelphia, Pa.
Bassett, W. A..........New York City.
Baucus, W. I......North Adams, Mass.
Beahan, W............Cleveland, Ohio.
Bean, E. D.........White Plains, N. Y.
Bean, G. L............Philadelphia, Pa.
Beaty, R. E............Brooklyn, N. Y.
Becker, R. C...........New York City.
Bedell, F. C............New York City.
Beebe, H. R................Utica, N. Y.
Beerbower, D..........New York City.
Belcher, W. E.........New York City.
Belden, E. T..........Englewood, N. J.
Belknap, J. M.........New York City.
Bell, J. C.............Elmhurst, N. Y.
Bellows, O. F..........New York City.
Belmont, F. E.........New York City.
Belzner, T.............Brooklyn, N. Y.
Bensel, J. A...........New York City.
Bentley, J. C..........Elizabeth, N. J.
Benzenberg, G. H......Milwaukee, Wis.
Berle, K................Brooklyn, N. Y.
Bertin, R. L..........New York City.
Besselievre, E. B....Spring Lake, N. J.
Beswick, J. E..........New York City.
Bettes, Chas. R........New York City.
Beugler, E. J..........New York City.
Bilyeu, C. S...........New York City.
Binger, W. D..........New York City.
Bissell, C. T...........New York City.
Blackwell, P. A...........Roanoke, Va.
Blair, A..............Millington, N. J.
Blair, C. M.........New Haven, Conn.

Blakeslee, H. L.....New Haven, Conn.
Bleistein, B. J...........Astoria, N. Y.
Bluhm, H. W.....Richmond Hill, N. Y.
Boardman, C. S..........Buffalo, N. Y.
Boardman, H. E.......New York City.
Boardman, H. S.............Orono, Me.
Boardman, W. H.........Newark, N. J.
Bogardus, J. S.....Mount Vernon, Ohio.
Bogart, J. L.........Glen Head, N. Y.
Bogert, C. L..........New York City.
Boller, A. P.........East Orange, N. J.
Bond, E. A.............Castleton, N. Y.
Boniface, A............Scarsdale, N. Y.
Bontecou, D.........Mamaroneck, N. Y.
Boorman, K. M........New York City.
Booth, G. W...........New York City.
Borough, E. W.........New York City.
Boucher, W. J.........New York City.
Bouton, H. R..........Norwalk, Conn.
Bowers, G................Lowell, Mass.
Boyden, H. C.............Chicago, Ill.
Brackenridge, J. C.....New York City.
Bradley, F. E..........New York City.
Brainard, A. S......East Orange, N. J.
Bramwell, G. W......New York City.
Braunworth, P. L........Newark, N. J.
Breck, C. R., Jr........New York City.
Breed, H. E...........New York City.
Breitzke, C. F...........Boonton, N. J.
Brennan, J. G...........Albany, N. Y.
Brennan, J. L..........New York City.
Breuchaud, J. R.......New York City.
Brewer, B..............Waltham, Mass.
Brewster, C. V.........Syracuse, N. Y.
Briggs, B. E.................Erie, Pa.
Briggs, R. W..........Yonkers, N. Y.
Briggs, W. C.........Brooklyn, N. Y.
Bringhurst, J. H.......Stillwater, Okla.
Brodie, O. L...........New York City.
Brooks, J. P...........Potsdam, N. Y.
Brown, L.............Rochester, N. Y.
Brown, L. F...........Brooklyn, N. Y.
Brown, N. F..........Philadelphia, Pa.
Brown, T. E...........New York City.
Brown, W. E.........Manhasset, N. Y.
Brumley, D. J.............Chicago, Ill.
Brush, W. W..........New York City.
Bryan, C. W...........New York City.
Buck, G. H............Elizabeth, N. J.
Buck, H. R............Hartford, Conn.
Buck, R. S............New York City.
Buel, A. W............New York City.
Buettner, O. G........New York City.
Burdett, F. A..........New York City.
Burpee, G. W..........New York City.
Burr, W. H............New York City.
Burroughs, H. R.......New York City.
Burrowes, P..........Englewood, N. J.
Bush, H. D............Baltimore, Md.
Bush, L.............East Orange, N. J.

Cadwallader, W. L.....New York City.
Campbell, C. C.......Philadelphia, Pa.
Campbell, R.............Pottstown, Pa.
Canaga, G. B..........Philadelphia, Pa.
Carey, G. J. F., Cold Springs-on-Hudson, N. Y.
Carmalt, L. J.......New Haven, Conn.
Carpenter, A. W.......New York City.
Carpenter, C. E........Yonkers, N. Y.
Carstarphen, F. C.......Trenton, N. J.
Casani, A. A...........New York City.
Case, A. D............Woodbury, N. J.
Casler, M. D...........Canastota, N. Y.
Castleman, F. L...........Pencoyd, Pa.
Chadbourn, W. H......New York City.
Chase, C. E............New York City.
Chase, C. F.........New Britain, Conn.
Chase, J. C........Derry Village, N. H.
Chester, J. N...........Pittsburgh, Pa.
Chevalier, W. T........New York City.
Child, S.................Boston, Mass.
Chorlton, W. H........New York City.
Churchill, J. P..........Newark, N. J.
Clark, A. E............New York City.
Clark, F. J..........Dobbs Ferry, N. Y.
Clark, G. H...........New York City.
Clark, W. G...........New York City.
Clarke, E. W............Baltimore, Md.
Clarke, St. J.............Bogota, N. J.
Class, C. F.............Harrisburg, Pa.

Closson, E. S. . . . . Montclair, N. J.
Codwise, E. B. . . . . Kingston, N. Y.
Codwise, H. R. . . . . Brooklyn, N. Y.
Coe, D. W. . . . . New York City.
Coffin, T. . . . . Katonah, N. Y.
Cohen, A. B. . . . . New York City.
Cohen, H. I. . . . . New York City.
Cole, C. L. . . . . Hartford, Conn.
Cole, G. N. . . . . New York City.
Cole, H. J. . . . . Ossining, N. Y.
Collins, J. J. . . . . New York City.
Collyer, N. . . . . New York City.
Colyer, C. I. . . . . Montclair, N. J.
Conant, E. R. . . . . Winchester, Mass.
Conard, C. K. . . . . Northport, N. Y.
Conley, W. A. . . . . New York City.
Connell, W. H. . . . . Philadelphia, Pa.
Connelly, J. A. . . . . New York City.
Conover, C. E. . . . . New York City.
Constable, H. . . . . Kingston, Mass.
Constant, F. H. . . . . Princeton, N. J.
Conway, J. S. . . . . Washington, D. C.
Cook, J. H. . . . . Paterson, N. J.
Cooley, M. E. . . . . Ann Arbor, Mich.
Coombs, A. W. . . . . New York City.
Coombs, R. D. . . . . New York City.
Coombs, S. E. . . . . New York City.
Corkran, W. S. . . . . . . East Orange, N. J.
Covert, C. C. . . . . Albany, N. Y.
Cowles, L. S. . . . . Boston, Mass.
Cox, W. J. . . . . Baltimore, Md.
Coyne, H. L. . . . . Brooklyn, N. Y.
Craig, R. H. . . . . New York City.
Crary, A. P. . . . . New York City.
Craven, A. S. . . . . Philadelphia, Pa.
Crawford, W. H. . . . . . Philadelphia, Pa.
Creager, W. P. . . . . New York City.
Cresson, B. F., Jr. . . . . New York City.
Creuzbaur, R. W. . . . . . . New York City.
Critchlow, H. T. . . . . Trenton, N. J.
Crocker, H. S. . . . . New York City.
Crooks, C. H. . . . . New York City.
Cuddeback, A. W. . . . . . . Paterson, N. J.
Cudworth, F. E. . . . . Brooklyn, N. Y.
Cummin, H. . . . . New York City.
Cummings, N. . . . . Mt. Vernon, N. Y.
Cummings, R. A. . . . . Pittsburgh, Pa.
Curtis, C. E. . . . . Ithaca, N. Y.
Curtis, F. S. . . . . Boston, Mass.
Cushing, B. L. . . . . Buffalo, N. Y.
Cushing, W. C. . . . . Philadelphia, Pa.

Dading, C. H. . . . . Philadelphia, Pa.
Daino, A. J. . . . . New York City.
Dakin, A. H., Jr. . . . . . . New York City.
Danforth, G. C. . . . . Augusta, Me.
Daniells, P. A. . . . . Greenville, Pa.
Darrow, F. T. . . . . Lincoln, Nebr.
Davies, J. P. . . . . New York City.
Davies, J. V. . . . . New York City.
Davis, A. P. . . . . Washington, D. C.
Davis, B. H. . . . . New York City.
Davis, C. E. . . . . Philadelphia, Pa.
Davison, G. S. . . . . Pittsburgh, Pa.
Dawley, W. M. . . . . New York City.
Deakman, H. W. . . . . Brooklyn, N. Y.
de Charms, R., Jr. . . Jersey City, N. J.
Delson, I. . . . . New York City.
Demarest, I. . . . . Millington, N. J.
de Moll, C. . . . . Philadelphia, Pa.
Denise, C. M. . . . . Pittsburgh, Pa.
Dennett, R. C. . . . . New York City.
Develin, R. G. . . . . Philadelphia, Pa.
Devlin, H. S. . . . . Brooklyn, N. Y.
DeWitt, P. H. . . . . Newark, N. J.
Deyo, S. L. F. . . . . New York City.
Diamant, A. H. . . . . New York City.
Digby, J. H. . . . . Havana, Cuba.
Dimon, D. Y. . . . . New York City.
Disbrow, C. A. . . . . New York City.
Dodge, S. D. . . . . Suffern, N. Y.
Donham, B. C. . . . . New York City.
Donnelly, A. L. . . . . . New Haven, Conn.
Doriss, H. . . . . Cranford, N. J.
Doron, C. S. . . . . New York City.
Dougherty, R. E. . . . White Plains, N. Y.
Doyen, G. E. . . . . New York City.
Doying, W. A. E. . . . . Washington, D. C.
Drake, R. E. . . . . Fulton, N. Y.
Dresser, G. L. . . . . Albany, N. Y.
Drew, C. D. . . . . New York City.

Dunham, H. F.........New York City.
Durham, E. M., Jr....Washington, D. C.
Durham, L............Scarsdale, N. Y.
Dutton, C. H.........Providence, R. I.

Earle, T...............Bethlehem, Pa.
Easby, W., Jr.........Philadelphia, Pa.
Eckersley, J. O.........New York City.
Eddy, H. P..............Boston, Mass.
Eden, A. W. A.......East Orange, N. J.
Edwards, D. G.........New York City.
Edwards, W. R.........Baltimore, Md.
Ehle, B..............East Creek, N. Y.
Eide, T...............New York City.
Elwell, C. C.........New Haven, Conn.
Endemann, H. K.......New York City.
English, H. L.......Washington, D. C.
Epple, E. C..........Bloomfield, N. J.
Everett, M. R............Newark, N. J.
Everham, A. C.......Kansas City, Mo.
Evers, R..............Brooklyn, N. Y.

Fahy, J. A............Lakehurst, N. J.
Fairchild, J. F......Mt. Vernon, N. Y.
Fairchild, S. E., Jr.,..Philadelphia, Pa.
Fairlie, J. W.........Providence, R. I.
Falk, M. S.............New York City.
Farley, J. M......White Plains, N. Y.
Farnham, R..........Philadelphia, Pa.
Federlein, W. G.Rockville Center, N. Y.
Fehr, H. R.............Allentown, Pa.
Fellows, F. J...........Jamaica, N. Y.
Ferguson, J. N...........Boston, Mass.
Ferguson, L. R.......Philadelphia, Pa.
Files, T. H...........New York City.
Finch, J. K.............New York City.
Finck, G. E............Baltimore, Md.
Finebaum, H. J........New York City.
Fisher, E. A..........Rochester, N. Y.
Fisher, H. T..........New York City.
Fitch, J. H............New York City.
Fitzmaurice, E. J.....Philadelphia, Pa.
Fletcher, R............Hanover, N. H.
Flinn, A. D............New York City.
Follansbee, R.............Denver, Colo.
Follin, J. W..........Philadelphia, Pa.
Forbes, F. B..........New York City.
Ford, H. C.............New York City.
Forgie, J..............New York City.
Fort, E. J.........Niagara Falls, N. Y.
Foss, F. E............New York City.
Foster, E. H..........New York City.
Fougner, H............New York City.
Fouilhoux, J. A........New York City.
Fowler, C. E...........New York City.
Fox, W. F......Rockville Center, N. Y.
Frank, A. H...........Brooklyn, N. Y.
Franklin, C. N......Mt. Vernon, N. Y.
Fraser, C. E............New York City.
Fraser, E. A...........New York City.
Freeman, J. R........Providence, R. I.
Freeman, M. H.........New York City.
French, H.............New York City.
French, J. B...........New York City.
Friebele, J. F...........Trenton, N. J.
Fuller, G. W............New York City.
Fuller, M. E...........New York City.
Fuller, W. E...........New York City.
Furlow, F............Philadelphia, Pa.

Gailor, C. F...........New York City.
Gardiner, F. W..........New York City.
Gardiner, J. deB. W...New York City.
Gardner, H. C..........Lancaster, Pa.
Gardner, W.............New York City.
Garfield, C. A.........Bronxville, N. Y.
Gaston, L. P..........Somerville, N. J.
Gates, G. W.............New York City.
Gautier, R. C..........New York City.
Gay, F. W.............New York City.
Gemberling, J. B......Philadelphia, Pa.
Gendell, D. S., Jr......Pottstown, Pa.
Gerhard, N. P..........Scarsdale, N. Y.
Gifford, G. E...........New York City.
Gildersleeve, G. S......New York City.
Giles, J. A........Binghamton, N. Y.
Giles, R...............New York City.
Gillespie, R. H.........Allentown, Pa.
Gillette, E..............Sheridan, Wyo.
Gilman, C.............New York City.
Gilmore, T. N..........New York City.
Ginsburg, S. R.........New York City.

Givotovsky, V. T........New York City.
Glander, J. H., Jr....Glen Ridge, N. J.
Goldmark, H...........New York City.
Goodell, J. M....Upper Montclair, N. J.
Goodkind, M.....New Brunswick, N. J.
Goodman, C...........New York City.
Goodman, J...........New York City.
Goodman, L...........New York City.
Goodwin, A. B.........New York City.
Gould, R. R...........New York City.
Gould, W. T. Hastings-on-Hudson, N. Y.
Graham, R. R..........New York City.
Gravell, W. H.........Philadelphia, Pa.
Gray, H. M............Katonah, N. Y.
Gray, J. H..............Orange, N. J.
Gray, W...............New York City.
Greeley, S. A.............Chicago, Ill.
Green, C. S............New York City.
Greene, C.............New York City.
Greene, G. S., Jr...South Orange, N. J.
Greene, L. W...........Albany, N. Y.
Greene, R. deC.........New York City.
Greenhalgh, S. F........Rahway, N. J.
Greenlaw, R. W........New York City.
Greenleaf, D. L........New York City.
Gregory, J. H.........Baltimore, Md.
Greiner, J. E..........Baltimore, Md.
Grigsby, W. B.........Brooklyn, N. Y.
Gross, C. F...........Philadelphia, Pa.
Grove, W. G...........New York City.
Grover, N. C.........Washington, D. C.
Grover, W. A..............Dover, N. H.
Grunsky, C. E......San Francisco, Cal.
Gunther, C. O.........Hoboken, N. J.
Gutman, D.............Pelham, N. Y.

Haggard, H. H.........New York City.
Haines, E. G..........New York City.
Hale, H. E............New York City.
Hale, H. M............New York City.
Hale, R. A............Lawrence, Mass.
Hallahan, J. P. H....Philadelphia, Pa.
Hallihan, J. P..........New York City.
Halsey, W. H......Southampton, N. Y.
Hamilton, E. P........New York City.
Hamilton, J. W........New York City.
Hammel, E. F.......Mt. Vernon, N. Y.
Hammond, H. P........Brooklyn, N. Y.
Hammond, J. F........New York City.
Hanavan, W. L........New York City.
Hanna, J. H........Washington, D. C.
Hansel, C.............New York City.
Hapgood, F. H.........Jamaica, N. Y.
Harding, H. S.........New York City.
Haring, A.............New York City.
Harrington, F. F.........Norfolk, Va.
Harris, B. B..........New York City.
Harris, H. F...........Trenton, N. J.
Harrison, E. W.......Jersey City, N. J.
Harrison, S. H.............Easton, Pa.
Harte, C. R.........New Haven, Conn.
Hartwell, O. W........Harrisburg, Pa.
Harwi, S. J............Bayonne, N. J.
Harwood, G. A........New York City.
Haskell, E. E............Ithaca, N. Y.
Haskins, W. J........New York City.
Hatch, F. N...........New York City.
Hatton, T. C.........Milwaukee, Wis.
Hauck, W.............New York City.
Havens, V. L.........New York City.
Hawley, W. E..........Duluth, Minn.
Haydock, C..........Philadelphia, Pa.
Haywood, C. E........New York City.
Hazen, A...............Orange, N. J.
Healy, F. G.......Medicine Bow, Wyo.
Healy, J. P.........Washington, D. C.
Healy, J. R...........New York City.
Heiser, A. B..........Brooklyn, N. Y.
Heiser, W. J...........Brooklyn, N. Y.
Hellyer, H. A. C.........Tenafly, N. J.
Henckel, A. H..........Newark, N. J.
Henderson, H.......Port Arthur, Tex.
Hennebique, J. J......New York City.
Henny, D. C............Portland, Ore.
Herbert, H. M......Bound Brook, N. J.
Hering, R.............New York City.
Hermanns, F. E.......Brooklyn, N. Y.
Heron, E. C.........Washington, D. C.
Herschel, C...........New York City.
Hewes, V. H..........New York City.
Hewett, B. H. M.......New York City.
Hewitt, G.............New York City.
Heyman, W..........Jersey City, N. J.
Higgins, C. H.........New York City.

Higgins, J. W.........New York City.
Hill, H. C..........Binghamton, N. Y.
Hilton, J. C........East Orange, N. J.
Hines, H. E.........Princeton, W. Va.
Hirst, A..............New York City.
Hirzel, A. S..........Wilmington, Del.
Hitchcock, F. C.......New York City.
Hodgdon, B. A......East Orange, N. J.
Hodgdon, F. W.......Arlington, Mass.
Hodgman, B. B........New York City.
Hoerner, C. G., Jr....Phoenicia, N. Y.
Hogan, J. P...........New York City.
Holbrook, J. B........New York City.
Holbrook, P...........New York City.
Holden, C. A......New Rochelle, N. Y.
Holden, C. A..........Hanover, N. H.
Holdredge, N. C.........Haskell, N. J.
Holland, C. M.........New York City.
Hollister, S. C........Philadelphia, Pa.
Hollyday, R. C........New York City.
Holtzman, S. F., Hastings-on-Hudson, N. Y.
Honness, G. G.....Grand Gorge, N. Y.
Hood, B. O.............Newark, N. J.
Hoover, A. P.........New York City.
Hough, D. L...........New York City.
Hovey, O. E...........New York City.
Howard, E. E........Kansas City, Mo.
Howard, E. H......Framingham, Mass.
Howe, C. E..Hastings-on Hudson, N. Y.
Howe, E. W.............Boston, Mass.
Howe, W. C.........Worcester, Mass.
Howell, W. A............Newark, N. J.
Hoyt, J. C..........Washington, D. C.
Hubbell, C. W..........Detroit, Mich.
Hudson, C. W.........New York City.
Hughes, H. J........Cambridge, Mass.
Hulbert, E. C............Wampum, Pa.
Hulsart, C. R..........New York City.
Humphrey, R. L......Philadelphia, Pa.
Humphreys, A. C......New York City.
Hunt, C. A............Brooklyn, N. Y.
Hunt, C. W...........New York City.
Hunt, R. W...........Westfield, N. J.
Hunt, W. H...........New York City.
Hurd, H. L........White Plains, N. Y.
Hurlbut, C. C.........New York City.
Husson, W. M........New York City.
Hutchins, E...........New York City.
Huttenloch, M. W.....Montclair, N. J.
Hyde, H. E..............Ithaca, N. Y.
Hynds, H. D..........New York City.

Ingersoll, C. M........New York City.
Irwin, J. C..............Boston, Mass.

Jackson, J. F.......New Haven, Conn.
Jacobs, R. H..........New York City.
Janes, G. P.............Roselle, N. J.
Janni, A. C............New York City.
Joachimson, M........New York City.
Johannesson, S........New York City.
Johnson, F. W.........New York City.
Johnson, G. A.........New York City.
Johnson, J. M...........Marion, S. C.
Jonah, F. G.............St. Louis, Mo.
Jones, V. K...East Las Vegas, N. Mex.
Jordan, L. C......New Rochelle, N. Y.
Junkersfeld, P...........Boston, Mass.

Kaufman, G...........New York City.
Keefe, D. A...............Athens, Pa.
Keefer, C. H......Ottawa, Ont., Canada
Kehoe, A. L...........New York City.
Keith, G. M...........Brooklyn, N. Y.
Keith, H. C...........New York City.
Keeler, O. B..........New York City.
Kelly, H. A..........Jersey City, N. J.
Kennedy, P. J..........Holyoke, Mass.
Kennison, K. R..........Boston, Mass.
Kershaw, W. H........New York City.
Ketchum, M. S.......Philadelphia, Pa.
Killion, L. J...........New York City.
Kimball, F. C..........Summit, N. J.
Kingsley, G...........New York City.
Kinne, G. W.........Philadelphia, Pa.
Kinsey, W. A...........Newark, N. J.
Kipp, B...............New York City.
Kirkwood, H. C........Flushing, N. Y.
Knickerbocker, C. E....New York City.
Knight, H. M...Upper Montclair, N. J.
Knight, R. W..........New York City.
Knighton, J. A........New York City.
Knox, S. B............New York City.

Knox, S. K............Montclair, N. J.
Koester, E. F..........Wilmington, Del.
Kohlheyer, C. C........New York City.
Kolb, H. J.............Brooklyn, N. Y.
Kornfeld, A. E.........New York City.
Kraus, A.............Glen Ridge, N. J.
Krause, M. C.........Williamsport, Pa.
Krellwitz, D. W......Flemington, N. J.
Kurashige, T............Tokyo, Japan.
Kurtz, F...............New York City.

Lamphere, F. E.........New York City.
Lamson, W. M..........Brooklyn, N. Y.
Lanagan, F. R...........Albany, N. Y.
Landreth, O. H.........New York City.
Lang, F. A.............New York City.
Langthorn, J. S.........New York City.
Larmon, F. P............Omaha, Nebr.
Larsson, E.............New York City.
Latimer, C. A..........New York City.
Law, W. H............Providence, R. I.
Lawrence, E. V.........New York City.
Lawrence, R. J.......Philadelphia, Pa.
Lee, E. M..............New York City.
Leete, P. R...............Boston, Mass.
Leffler, B. R...........Cleveland, Ohio.
Lehlbach, G.............Newark, N. J.
Leiser, F........Richmond Hill, N. Y.
Leland, O. M......Minneapolis, Minn.
Leon, H. M.............New York City.
Leser, H...............New York City.
Lesley, R. W..........Philadelphia, Pa.
Letson, T. H...........New York City.
Lewis, L. H............New York City.
Lex, W. I.............Philadelphia, Pa.
Lindenthal, G..........New York City.
Lindsey, A. R.........Philadelphia, Pa.
Linton, H............Philadelphia, Pa.
Lippincott, J. B......Los Angeles, Cal.
Lobo, C................Brooklyn, N. Y.
Lockwood, W. D......Philadelphia, Pa.
Loewe, D. L...........New York City.
Loewenstein, J..........New York City.
Logan, J...........Mount Holly, N. J.
Long, E. M............New York City.
Loughran, H. S....New Rochelle, N. Y.
Low, G. E..............New York City.
Lowinson, O............New York City.
Lucas, G. L............New York City.
Lucius, A..............New York City.
Luhrs, A. W........North Bergen, N. J.
Lundgren, L...........New York City.
Lundie, J..............New York City.
Lynde, C................Walden, N. Y.
Lyon, G. J...........Washington, D. C.

MacFeeters, J. O....Glen Ridge, N. J.
MacGregor, R. A......New York City.
Machen, H. B..........New York City.
McCarthy, D. F......Bronxville, N. Y.
McCollough, C. A......New York City.
McComb, C. O............Adams, N. Y.
McComb, D. E......Washington, D. C.
McConnell, I. W........New York City.
McDonald, H..........Nashville, Tenn.
McDowell, F. F.........New York City.
McGrew, A. B...........Pittsburgh, Pa.
McIntyre, W. A......Philadelphia, Pa.
McLoughlin, F. O. X...New York City.
McMenimen, R. A........Detroit, Mich.
McMillan, F. R.......New York City.
McMinn, T. J.......Bridgeport, Conn.
McNaughton, W. C....New York City.
McNear, G. P..........New York City.
McPike, M. J...........Brooklyn, N. Y.
Maier, H. L..........Wilmington, Del.
Maitland, A., Jr......Kansas City, Mo.
Manley, H., Jr.........New York City.
Manley, L. B..........Philadelphia, Pa.
Manz, M. W............Mansfield, Ohio.
Marsden, R. R..........Hanover, N. H.
Marshall, C. E......Garden City, N. Y.
Marshall, L. S..........New York City.
Marshall, R. A.........New York City.
Marston, A................Ames, Iowa.
Martin, B. C.............Albany, N. Y.
Marx, C. D...Stanford University, Cal.
Mason, F..............New York City.
Matheson, C. P.......Washington, Pa.
Matheson, J. D.........New York City.
Matlaw, I. S...........New York City.
Mattimore, H. S.......Harrisburg, Pa.
Mazeau, A.............New York City.
Mead, C. A.....Upper Montclair, N. J.

Meads, C. .... New York City.
Mebus, C. F. .... Philadelphia, Pa.
Meem, J. C. .... Brooklyn, N. Y.
Meggy, R. L. G. .... Fanwood, N. J.
Mehren, E. J. .... New York City.
Meigs, J. .... Philadelphia, Pa.
Meise, G. J. .... New York City.
Melick, N. A. .... Newark, N. J.
Meriwether, D., Jr. ... Philadelphia, Pa.
Merriman, M. .... New York City.
Merriman, T. .... New York City.
Merryman, W. C. .... New York City.
Metcalf, L. .... Boston, Mass.
Metcalfe, A. H. .... Rochester, N. Y.
Miller, A. B. .... New York City.
Miller, M. .... New York City.
Miller, M. M. .... Tuckahoe, N. Y.
Miller, M. S. .... Brooklyn, N. Y.
Miller, S. F. .... South Orange, N. J.
Miner, J. H. .... New York City.
Mitchell, S. P. .... Philadelphia, Pa.
Modjeski, R. .... Chicago, Ill.
Mogensen, O. E. .... New York City.
Moisseiff, L. S. .... New York City.
Molitor, F. A. .... New York City.
Moore, C. H. .... New York City.
Moore, E. J. .... New York City.
Moore, F. C. .... New York City.
Moore, F. F. .... New York City.
Moore, S. W. .... New York City.
Morrill, G. P. .... Boston, Mass.
Morrison, G. .... Yonkers, N. Y.
Morse, C. F. .... Southampton, N. Y.
Moss, R. E. .... Glen Ridge, N. J.
Moulton, O. M. .... Brookline, Mass.
Mowlds, E. .... Wilmington, Del.
Muirhead, J. H. H. .... New York City.
Munkelt, F. H. .... New York City.
Murdock, R. B. .... New York City.
Murphy, J. J. .... Yonkers, N. Y.
Myers, C. H. .... New York City.
Myers, J. H. .... New York City.

Neel, A. W. .... New York City.
Nelson, F. B. .... New York City.
Nelson, J. W. .... New York City.
Newcomb, W. T. .... Easton, Pa.
Newell, F. H. .... Washington, D. C.
Newkirk, S. F., Jr. ... Glen Ridge, N. J.
Nial, W. A. .... Troy, N. Y.
Nichols, C. H. .... New Haven, Conn.
Noble, F. C. .... New York City.
Nolan, T. B., Jr. .... Washington, D. C.
Norcross, P. H. .... Atlanta, Ga.
Noren, G. A. .... New York City.
Norris, W. H. .... Portland, Me.
Nygren, F. H. .... Brooklyn, N. Y.

O'Brien, J. H. .... New York City.
Ockert, F. A. .... New York City.
O'Connor, J. A. .... Albany, N. Y.
Odell, F. S. .... Port Chester, N. Y.
Ogden, C. W. .... Jersey City, N. J.
Ogden, H. N. .... Ithaca, N. Y.
Ogden, J. C. .... New York City.
Ogden, M. M. .... Franklin, N. Y.
Okun, A. H. .... Brooklyn, N. Y.
Oleri, F. J. ...... West New York, N. J.
Orlian, I. .... Philadelphia, Pa.
Ott, S. J. .... Rutherford, N. J.
Oxholm, T. S. West New Brighton, N. Y.

Paaswell, G. .... New York City.
Paddock, H. C. .... New York City.
Paine, H. A. .... New York City.
Palmer, E. P. .... New York City.
Palmer, H. M. .... New York City.
Palmer, S. B. .... Norwich, Conn.
Pardoe, W. S. .... Philadelphia, Pa.
Parker, C. J. .... New York City.
Parker, R. D. .... Austin, Tex.
Parker, W. P. .... Philadelphia, Pa.
Parmley, W. C. .... New York City.
Parsons, H. A. .... Stamford, Conn.
Parsons, H. de B. ...... New York City.
Parsons, W. B. .... New York City.
Peabody, W. W. .... Providence, R. I.
Pease, J. N. .... Charlotte, N. C.
Peck, J. S. .... New York City.
Pegram, G. H. .... New York City.
Peiser, F. .... Glen Rock, N. J.
Pendergrass, R. A. .... Philadelphia, Pa.
Pendlebury, E. .... Arlington, N. J.
Perkins, W. C. .... Philadelphia, Pa.

Perrine, G............New York City.
Perrot, E. G.........Philadelphia, Pa.
Perry, F. W...........New York City.
Perry, J. P. H..........New York City.
Perry, L...................Easton, Pa.
Peverley, R. St. L......New York City.
Philips, J. H............Newark, N. J.
Phillips, A. E........Washington, D. C.
Phillips, J. M........Bridgeport, Conn.
Phillips, S. B.....Newton Center, Mass.
Pierce, C. A..........New York City.
Piez, W..............Birmingham, Ala.
Pinner, G.............New York City.
Pistor, G. E. J.........New York City.
Pohl, C. A.............New York City.
Polk, A. C............New York City.
Pollock, C. D..........New York City.
Pond, F. H...........Brooklyn, N. Y.
Pond, H. O............New York City.
Porter, J. E............Yonkers, N. Y.
Porter, J. M...............Easton, Pa.
Post, C. W..............Albany, N. Y.
Potter, A..............New York City.
Powell, C. U...........Flushing, N. Y.
Powers, C. V. V........New York City.
Pratt, A. H.............Newark, N. J.
Pratt, H. B............Waltham, Mass.
Preston, G. H..........New York City.
Preston, H. L..........New York City.
Preston, H. W...........Elmira, N. Y.
Price, C. P..............Boston, Mass.
Price, F. O............Brooklyn, N. Y.
Price, P. L..........Mt. Vernon, N. Y.
Priest, B. B...........New York City.
Priest, H. M.............Elmira, N. Y.
Proctor, R. F...........Baltimore, Md.
Puff, C. F., Jr........Philadelphia, Pa.
Pugh, M. R................Wayne, Pa.
Purdy, C. T...........New York City.

Quinn, M. F...........New York City.

Rankin, E. S............Newark, N. J.
Rapalje, deW..........New York City.
Rasmussen, B.......Ulster Park, N. Y.
Reed, W. B............New York City.
Reeves, A. H..........Elmhurst, N. Y.
Reeves, W. F..........New York City.
Reich, P. J.............Pittsburgh, Pa.
Reid, H. A..............Warren, Ohio.
Reimer, F. A........East Orange, N. J.
Reinhardt, J. B......Rochester, N. Y.
Renz, E. W...........Philadelphia, Pa.
Rhett, A. H...........New York City.
Richardson, C.........New York City.
Richardson, J. D.........Corona, N. Y.
Richardson, J. H.......New York City.
Ricketts, A. T.........New York City.
Ridgway, H...........New York City.
Ridgway, R...........New York City.
Ridley, C. E...........New York City.
Riegler, L. J............Ben Avon, Pa.
Rights, L. D..........New York City.
Rindsfoos, C. S........New York City.
Ripley, H. L.............Boston, Mass.
Ripley, J................Albany, N. Y.
Risley, W. I........Atlantic City, N. J.
Roach, J. H...........New York City.
Robbins, F. H.........New York City.
Roberts, L. B..........New York City.
Roberts, R. F..........New York City.
Roberts, W. W., Jr.....Brooklyn, N. Y.
Robinson, A. F...........Chicago, Ill.
Robinson, G. L.........New York City.
Rodman, G. E..........New York City.
Rogers, A.............New York City.
Rogers, E. H......West Newton, Mass.
Rohrer, J. B............Lancaster, Pa.
Ruckes, J. J., Jr.......New York City.
Rugg, W. F........White Plains, N. Y.
Rumery, R. R.........New York City.
Rumpf, C. P...........Brooklyn, N. Y.
Ryder, E. M. T........New York City.

Sabin, A. H...........New York City.
Sackett, R. L........State College, Pa.
Sacks, S. I...........Philadelphia, Pa.
Sanborn, F. B...........Boston, Mass.
Sanborn, J. F..........New York City.
Sando, W. J.........Milwaukee, Wis.
Sargent, E. H............Albany, N. Y.
Sargent, J. A..........New York City.
Saunders, R. S.....College Point, N. Y.
Saville, C. M..........Hartford, Conn.

Sax, P. M............Philadelphia, Pa.
Sayers, E. L...........New York City.
Schaeffer, A...........New York City.
Scheidenhelm, F. W....New York City.
Schmid, F. R.........New York City.
Schmitt, F. E...Upper Montclair, N. J.
Schobinger, G.........New York City.
Scholtz, H. F............Passaic, N. J.
Schoonmaker, L. M....Flushing, N. Y.
Schryver, H. F........Columbus, Ohio.
Schusler, G. W.........Pittsburgh, Pa.
Schwarze, C. T........New York City.
Schweizer, R., Jr. .Ridgefield Park, N. J.
Schwiers, F. W., Jr....New York City.
Scrimshaw, J. F.......Arlington, N. J.
Sealey, D. A........East Orange, N. J.
Seaman, D. H...........Newark, N. J.
Seaman, H. B.........New York City.
Searle, C. D...........New York City.
Selmer, W. L..........New York City.
Senior, F. S........Montgomery, N. Y.
Serber, D. C...........New York City.
Shaffer, I. O...........New York City.
Shailer, R. A............Boston, Mass.
Shaw, D. J.............New York City.
Shaw, G. H..........Philadelphia, Pa.
Shea, W. J.............Hudson, N. Y.
Sheble, E. K........Washington, D. C.
Shelley, H. T.........Philadelphia, Pa.
Shepard, R. B., Jr...Wilmington, N. C.
Sherman, A. L..........Newark, N. J.
Sherman, H. J........Philadelphia, Pa.
Sherrerd, M. R..........Newark, N. J.
Sherron, G. A........Philadelphia, Pa.
Shertzer, T. B.........New York City.
Shoemaker, L. H......New York City.
Shoemaker, M. N........Newark, N. J.
Sikes, Z. H............Yonkers, N. Y.
Silliman, C.........Washington, D. C.
Singstad, O............Brooklyn, N. Y.
Sitt, W. T............New York City.
Skillin, E. S..........Glen Ridge, N. J.
Skinner, F. F.......Mt. Vernon, N. Y.
Skinner, F. W.........New York City.
Skinner, J. F.........Rochester, N. Y.
Slater, W. A........Washington, D. C.
Slocum, H. S..........New York City.
Smillie, R............New York City.
Smith, A...............Bayonne, N. J.
Smith, C. E.............St. Louis, Mo.
Smith, C. W.......Newburyport, Mass.
Smith, E. M...........New York City.
Smith, E. U.............Narberth, Pa.
Smith, F. V...........New York City.
Smith, H. S..........Wilkes-Barre, Pa.
Smith, J. R............Bethlehem, Pa.
Smith, J. W...........New York City.
Smith, M. E..........New York City.
Smith, M. H.......White Plains, N. Y.
Smith, R. B...........New York City.
Smith, W. F..........Germantown, Pa.
Smoley, C. K............Scranton, Pa.
Smulski, E............New York City.
Snell, T. C. B.........New York City.
Snow, C. H............New York City.
Snow, J. B.............New York City.
Snyder, F. A............Summit, N. J.
Solomon, G. R.........New York City.
Soper, G. A...........New York City.
Spear, W. E............Merrick, N. Y.
Spencer, H............New York City.
Spencer, T. N........Philadelphia, Pa.
Sperry, H. M.........New York City.
Splitstone, C. H........New York City.
Sprague, N. S..........Pittsburgh, Pa.
Squire, E. J...........Brooklyn, N. Y.
Stabell, F. P.............Chicago, Ill.
Staniford, C. W........New York City.
Stark, C. W............Yonkers, N. Y.
Starr, H. H..........Philadelphia, Pa.
Stearns, E. B..........New York City.
Stearns, F. L..........New York City.
Stearns, F. L..........Scarsdale, N. Y.
Stearns, R. H.............Boston, Mass.
Steffens, W. F.........New York City.
Steinman, D. B........New York City.
Stephens, A. W......East Orange, N. J.
Stephens, P. F........Philadelphia, Pa.
Stern, E. W..........New York City.
Stevens, C. H.........Philadelphia, Pa.
Stevens, H. C.........New York City.
Stevens, H. E..........St. Paul, Minn.
Stevenson, W. F...New Rochelle, N. Y.
Stieve, W. M........Washington, D. C.

Stiles, A. I.............New York City.
Storey, F. S............New York City.
Stowe, H. C............Brooklyn, N. Y.
Strachan, J............Brooklyn, N. Y.
Strachan, J. J..........New York City.
Strachan, R. C..........New York City.
Strehan, G. E..........New York City.
Strobel, C. L...............Chicago, Ill.
Stuart, F. L............New York City.
Stuart, J. T...........Philadelphia, Pa.
Studwell, C. A.......Port Chester, N. Y.
Sturdevant, J. H...Poughkeepsie, N. Y.
Sudler, C. E............New York City.
Sumner, M. R..........New York City.
Sutton, F............Washington, D. C.
Swaab, S. M..........Philadelphia, Pa.
Swezey, E. C....Clinton Corners, N. Y.
Swift, W. E............New York City.
Swindells, J. S..........New York City.

Taber, G. A............Brooklyn, N. Y.
Taft, J. R..............New York City.
Tainter, F. S...........Far Hills, N. J.
Talbot, A. N................Urbana, Ill.
Talbot, E.............Weehawken, N. J.
Tallman, L.............Brooklyn, N. Y.
Tallman, P. B.......East Orange, N. J.
Taylor, C. F............New York City.
Taylor, E. A..Governor's Island, N. Y.
Taylor, G. L............Pittsburgh, Pa.
Taylor, W. G.............Newark, N. J.
Tejada, C. S............New York City.
Tenney, W. R..........Brooklyn, N. Y.
Terhune, J. E...........New York City.
Terry, J. H...........Philadelphia, Pa.
Theban, J. G........Pleasantville, N. Y.
Thomas, C. D.........Hempstead, N. Y.
Thomassen, V. G.......Brooklyn, N. Y.
Thomes, E. H...........Jamaica, N. Y.
Thompson, H. C.......New York City.
Thompson, S. E...........Boston, Mass.
Thompson, W. G. B.....Trenton, N. J.
Thomson, A., Jr....East Orange, N. J.
Thomson, T. K..........New York City.
Thorn, H. B...........New York City.
Thurlow, O. G........Birmingham, Ala.
Tidd, A. W.........White Plains, N. Y.
Tighe, J. L.............Holyoke, Mass.
Tilden, C. J..........New Haven, Conn.
Tinker, G. H...........Cleveland, Ohio.
Tobey, H. E..............Scottdale, Pa.
Tompkins, E. DeV.....New York City.
Torrey, J. E.............Paterson, N. J.
Tower, J. W............New York City.
Townsend, C. M........Brooklyn, N. Y.
Townsend, F. T.........New York City.
Trautwine, J. C., Jr...Philadelphia, Pa.
Trautwine, J. C., 3d...Philadelphia, Pa.
Travers-Ewell, A........New York City.
Tribus, L. L...........New York City.
Triest, W. G...........New York City.
Troelsch, H. W.........New York City.
Trout, C. E............New York City.
Tucker, L. W...........Freeport, N. Y.
Tull, R. W.............New York City.
Turneaure, F. E..........Madison, Wis.
Turner, D. L...........New York City.
Tuska, G. R............New York City.
Tuttle, A. S............New York City.

Ulrich, E. B..............Reading, Pa.
Unger, W. L............Jamaica, N. Y.
Ungrich, M. J.........New York City.
Upton, J...............Flushing, N. Y.

Vail, E. M..............Plainfield, N. J.
Vail, J. J.................Rahway, N. J.
Vanderbrook, R. H.....Brooklyn, N. Y.
Van Duyne, J. R.........Newark, N. J.
Van Dyke, C. W........New York City.
Van Eenenaam, C......Lansing, Mich.
Van Scoyoc, H. S.,
Montreal, Que., Canada.
Van Suetendael, A. O...Yonkers, N. Y.
Vinton, T. M...........New York City.
Vogel, J. L.............Chatham, N. J.
Vogleson, J. A.........Philadelphia, Pa.
Vredenburgh, W........New York City.
Vrooman, M.........Gloversville, N. Y.

Wadsworth, G. R......New York City.
Wadsworth, J. E.......New York City.
Wagner, J., Jr........Philadelphia, Pa.
Wagner, S. T..........Philadelphia, Pa.

Wait, B. H. . . . . New York City.
Waite, D. C. . . . . New York City.
Walker, E. D. . . . . State College, Pa.
Walker, J. J. . . . . New York City.
Wall, E. E. . . . . St. Louis, Mo.
Walzer, I. . . . . Hempstead, N. Y.
Warnock, W. H. . . . . . . New York City.
Warren, S. . . . . New York City.
Warwick, C. L. . . . . Philadelphia, Pa.
Wason, L. C. . . . . Brookline, Mass.
Watson, G. L. . . . . New York City.
Watson, W. J. . . . . Cleveland, Ohio.
Webb, D. J. H. . . . . . East Haven, Conn.
Webster, A. L. . . . . New York City.
Webster, G. S. . . . . Philadelphia, Pa.
Webster, M. A. . . . . . . Philadelphia, Pa.
Weed, I. . . . . Brooklyn, N. Y.
Weed, L. W. . . . . New York City.
Wegmann, E. . . . . New York City.
Weller, F. R. . . . . Washington, D. C.
Wells, C. E. . . . . North Adams, Mass.
Wells, G. E. . . . . Naugatuck, Conn.
Wells, H. A. . . . . Hanover, N. H.
Welty, H. T. . . . . New York City
Wendt, E. F. . . . . Washington, D. C.
Weston, R. S. . . . . Boston, Mass.
Weymouth, A. . . . . New York City.
Wheatcroft, H. B., Jr. . New York City.
Wheeler, F. I., Jr. . . . . Newark, N. J.
Wheeler, R. N. . . . . Kingston, N. Y.
Whipple, J. B. . . . . Bridgeport, Conn.
Whitcraft, L. N. . . . . Hackensack, N. J.
White, B. E. . . . . Utica, N. Y.
White, L. . . . . New York City.
White, W. M. . . . . New York City.
Whitman, E. B. . . . . Baltimore, Md.
Whitney, G. C. . . . . Brooklyn, N. Y.
Whitsit, L. A. . . . . New York City.
Whitson, A. U. . . . . Flushing, N. Y.
Whitson, M. J. . . . . New York City.
Wiesenberg, W. M. . . . . Dover, N. J.
Wigley, C. G. . . . . New York City.
Wigton, C. B. . . . . New York City.
Wilcock, F. . . . . Brooklyn, N. Y.
Willcox, H. . . . . New York City.
Williams, C. G. . . . . Plainfield, N. J.
Williams, F. . . . . East Orange, N. J.
Williams, G. S. . . . . . . Ann Arbor, Mich.
Williams, J. P. J. . . . . . New York City.
Williams, T. S. . . . . Towaco, N. J.
Willoughby, J. E. . . . Wilmington, N. C.
Wills, B. H. . . . . Mt. Holly, N. J.
Wilmot, J. . . . . New York City.
Wilmot, S. . . . . Providence, R. I.
Wilson, A. R. . . . . Lansdowne, Pa.
Wilson, B. . . . . New York City.
Wilson, C. W. S. . . . . . New York City.
Wilson, P. H. . . . . New York City.
Wilson, W. . . . . New York City.
Wilson, W. T. . . . . New York City.
Winn, G. P. . . . . Nashua, N. H.
Winslow, F. I. . . . . . Framingham, Mass.
Winsor, F. E. . . . . Providence, R. I.
Winsor, G. A. . . . . . Pleasantville, N. Y.
Winsor, H. D. West New Brighton, N. Y.
Winston, C. A. . . . . . West Orange, N. J.
Wintermute, F. C. . . . Wilkes-Barre, Pa.
Wise, C. R. . . . . Passaic, N. J.
Wise, R. S. . . . . Clifton, N. J.
Witmer, F. P. . . . . . East Orange, N. J.
Wolfe, F. G. . . . . Scranton, Pa.
Wolfe, R. B. . . . . Glendale, N. Y.
Wolpert, O. . . . . New York City.
Wood, G. P. . . . . Peekskill, N. Y.
Woodard, S. H. . . . . New York City.
Woodcock, H. W. . . . . . . Brooklyn, N. Y.
Worcester, J. R. . . . . Boston, Mass.
Wright, F. J. . . . . Paterson, N. J.
Wright, S. H. . . . . Philadelphia, Pa.
Wyckoff, C. R. . . . . New York City.
Wyman, A. M. . . . . Philadelphia, Pa.

Yates, E. A. . . . . New York City.
Yates, J. J. . . . . Jersey City, N. J.
Yates, W. H. . . . . New York City.
Yereance, A. W. . . . South Orange, N. J.
Yereance, W. B. . . . . New York City.
Young, C. G. . . . . New York City.

Zeltner, E. L. . . . . Elmhurst, N. Y.

ITEMS OF INTEREST

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax.

A gift for research is a productive investment.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

REPORT OF SPECIAL COMMITTEE OF AMERICAN SOCIETY OF MECHANICAL ENGINEERS ON CODE OF ETHICS

Your Committee appointed on October 24th, 1919, to consider a Code of Ethics for the American Society of Mechanical Engineers, submits the following final report:

1.—A Code of Ethics should be a brief, positive statement of the professional relations of engineers to the public, to their clients or employers, and to one another.

2.—The Code of Ethics adopted by the American Society of Mechanical Engineers in 1912, is too lengthy a document, has not been continuously called to the members' attention, and is seldom consulted by them. It has also been strongly

criticized for failure to state the engineer's interest in the public welfare. Your Committee recommends that the Code of 1912 be superseded by a briefer and more comprehensive one which can be reprinted at regular intervals in *Mechanical Engineering* and can thus be kept continually before our members.

3.—The new Code of Ethics should be common to engineers of every branch of the profession, and also to architects, whose work is closely associated with that of engineers. The universal adoption of such a Code would give it public recognition and support and would thereby make it better known and more binding and effective.

4.—Your Committee's first report was presented at the Spring Meeting at St. Louis, Mo., on May 24th, 1920. On motion, the report was referred to the Engineering Council or to such other organization as may be formed for joint action by the Engineering Societies on matters of common interest, this report to form the basis of a possible common Code of Ethics. Your Committee at the same time was to continue to take such action as might seem advisable, looking toward the adoption of a new Code by this Society in case no other suitable action was taken. In conformity with this motion, the Secretary of the Society and Mr. Main presented the first report to Engineering Council, but owing to the formation of The Federated American Engineering Societies, the Engineering Council decided not to take up the matter of a Code of Ethics.

Your Committee has also submitted the Code to the other National Engineering Societies and has received most encouraging evidence of a desire to co-operate on a common Code of Ethics for engineers. Other Societies have taken no definite action up to the time of submitting this report.

Your Committee has received a great many comments and suggestions on the proposed Code and has also noted the discussions which have appeared in the technical press, where it has been given wide publicity. As a result of these helpful criticisms some slight changes have been made in certain clauses of the Code.

Your Committee has concluded that the adoption of the following Code by this Society would greatly encourage the other National Societies to adopt this or a similar joint Code of Ethics for all engineers and architects.

5.—Your Committee therefore recommends that the following Code of Ethics be adopted by this Society, subject to modification by joint conference of representatives of this and other National Societies; such modifications in the form of amendments to be accepted by vote of the members of this Society.

6.—Regarding the administration of a Code of Ethics adopted by this Society, your Committee recommends that the President appoint a Standing Committee on Professional Conduct after any necessary provision has been made in the Constitution and By-Laws. The duties of this Committee shall be to interpret the Code of Ethics and any cases of questionable ethical conduct on the part of members that may be submitted to them and to report these interpretations to the Council. The Council may approve these interpretations or take such other action as may seem necessary or just. These interpretations shall be published, when submitted, in *Mechanical Engineering* for the guidance of fellow-members of the Society.

This Committee on Professional Conduct should be appointed by the President holding office at the time of the adoption of the Code and should consist of five members, one appointed for five years, one for four years, a third for three years,

a fourth for two years, and a fifth for one year. Thereafter, the President then holding office should appoint one member annually to serve for five years and should also fill any vacancies that may occur for unexpired terms. All of these members should be over forty years of age. The Committee after appointment should elect its own Chairman and Secretary. The Committee shall have power to secure evidence or other information in any particular case, not only from the Society's members, but from leaders in other professions. It may also appoint Sub-Committees to consider certain cases when deemed necessary.

This Committee shall investigate all complaints submitted to it bearing upon the professional conduct of any member and, after a fair opportunity to be heard has been given to the member involved, shall report its findings to the Council of the Society. This report may in some cases suggest certain procedure to the Council.

The Council shall have power to act on the recommendation of the Committee on Professional Conduct, either (1) to censure by letter the conduct of the member who has acted contrary to the Code if the breach is of a minor character, or (2) to cause the member's name to be stricken from the roll of the American Society of Mechanical Engineers.

Respectfully submitted,

Special Committee on Code of Ethics,
A. G. Christie, *Chairman,*
John V. Martenis,
H. J. O. Hinchey,
Charles T. Main,
Robert Sibley.

Proposed Code of Ethics.

1.—The mechanical engineer will be guided in all his relations by the highest principles of honor, of fidelity to his client, and of loyalty to his country.

2.—His first duty is to serve the public with his specialized skill. In promoting the welfare of society as a whole he advances his own best interests, as well as those of the whole engineering profession.

3.—He shall consider as his essential obligation the protection of his client's or employer's interests in professional matters, provided these interests do not conflict with the public welfare.

4.—He shall refrain from associating himself or continuing to be associated with any enterprise of questionable or illegitimate character.

5.—He can honorably accept compensation, financial or otherwise, from one interested party only unless all parties have agreed to his recompense from other interested parties.

6.—He must inform his clients of any business connections, interests or circumstances, such as might influence his judgment or the quality of his services to his clients.

7.—He must not receive, directly or indirectly, without the consent of his clients or employers, any royalty, gratuity or commission on any patented or unpatented article or process used in the work upon which he is retained.

8.—He should satisfy himself, before taking over the work of another engineer, that good and sufficient reasons exist for making the change.

9.—He must base all reports and expert testimony on facts or upon theories founded only on sound engineering principles and experience fairly interpreted or applied.

10.—He should not make public without consent any information obtained from or through work for a client or employer, nor shall he at any time make such use of it as will embarrass the client or employer in whose service it was obtained, but may use such information as forming part of his professional experience to guide him in his own professional practice.

11.—He should do everything in his power to prevent sensational, exaggerated or unwarranted statements about engineering work being made through the press. First descriptions of new inventions, processes, etc., for publication should preferably be furnished only to the engineering societies or to the technical press.

12.—He should not advertise in an undignified, sensational or misleading manner, or offer commissions for professional work, or otherwise improperly solicit it.

13.—He should not compete knowingly with a fellow-engineer for employment on the basis of professional charges or attempt to supplant a fellow-engineer after definite steps have been taken toward the other's employment.

14.—He should assist all his fellow-engineers by exchange of general information and valuable experience or by instruction through the engineering societies, the schools of applied science, and the technical press.

This report was considered and discussed at the Annual Meeting of the American Society of Mechanical Engineers, held on December 4th, 1920, and referred back to the Committee.

UNITED ENGINEERING SOCIETY

Extracts from Treasurer's Annual Report for Year Ending December 31st, 1920

January 26th, 1921.

The Real Estate Account now includes the following items:

Land	$540 000.00
Building	1 360 183.15
Equipment	33 171.16
Founder Societies Preliminary Expenses	24 000.00
	$1 957 354.31

There was expended for equipment during the year $2 495.21; this amount has been written off, and the account closed.

On December 31st, 1919, there was a balance of $5 090.71, which has been increased from the operating accounts during the year by $19 745.57, and from the setting up of Pre-paid Insurance $2 301.59 making a total December 31st, 1920, of $27 137.87. Of this amount, $10 183.15 was expended for permanent improvements charged to Real Estate, leaving a balance of $16 954.72 in balancing the account. $5 142.41 was advanced to the Library, ($3 191.92 for the General Account, and $1 950.49 for Recataloging). No transfer has been made to the Depreciation and Renewal Fund for 1920.

The Gross Operating Expenses for the year 1920 were $77 486.38, as compared with $67 648.14 for the year 1919, an increase of $9 838.24.

The funds available for the Library Board, and spent under its direction during the year, amounted to $37 394.88. In addition, United Engineering Society advanced $5 142.41.

The funds available for Engineering Council, and spent under its direction during the year, amounted to $31 157.03, of which $6 314.19 remained unexpended.

The General Reserve Fund of $10 000 created by the Board of Trustees at a meeting held November 18th, 1914, to be available to take care of unforeseen fluctuations of income and outlay, has been preserved intact, there arising no calls on this fund during 1920.

The Depreciation and Renewal Fund at the beginning of 1920 amounted to $100 199.00. During the year this fund was increased by the sum of $4 016.16 for interest earned by the investments for this fund, and was decreased by $818.75, due to difference in changing investments, making a total of $103 396.41 on December 31st, 1920. Of this fund, $17 426.44 was uninvested, but at the end of the year investments were allocated to it as follows:

Memorandum of indebtedness of United Engineering Society to provide operating cash	$10 000.00
Note of Electrical Engineers due October 15th, 1920, but deferred one year	2 500.00
Undivided share in securities bought for Engineering Foundation Endowment (over-investment)	2 041.45
Total	$14 541.45
There remained uninvested on December 31st, 1920	$2 884.99

In accordance with the authorization of the Board of Trustees, $5 000 corporate stock of the City of New York Water Supply Bonds, due 1962, were sold on February 9th, at $4 600, and $5 000 corporate stock of the City of New York Registered Bonds, due 1960, were sold on March 8th, at $4 587.50, and re-investment made in $10 500 U. S. Second Liberty Loan, due 1942, bought at $9 469.

The following summary shows the amounts of the funds held by the United Engineering Society as of December 31st, 1920:

Depreciation and Renewal Fund December 31st, 1919	$100 199.00
Interest on invested funds during the year, 1920	4 016.16
	$104 215.16
Loss on sale of securities, 1920	818.75
Total	$103 396.41
General Reserve Fund	10 000.00
Engineering Foundation Fund	502 834.80
Library Endowment Fund	93 351.25
Total	$709 582.46

Treasurer's Receipts and Payments for 1920.

Receipts

Cash on hand January 1st, 1920		$12 537.18
From Founder and Associate Societies:		
For offices, storage, halls, telephone, and miscellaneous	$86 540.65	
From Societies not in building:		
For Halls	9 923.42	
For Miscellaneous	902.20	
For Library	27 858.57	
For Library Service Bureau	21 374.00	
For Library Recataloging	9 583.34	
For Engineering Council	29 383.64	
For Engineering Societies Service Bureau	12 361.40	
Interest collected on Bonds and Deposits	9 583.34	
Interest collected on Engineering Foundation Bonds	25 262.97	
Sale of Bonds	50 961.25	
From Am. Inst. M. E., for Building addition	2 500.00	
		286 234.78
Grand Total		$298 771.96

Payments

To Engineering Foundation:		
Income from investments, less collection charges	$25 262.97	
Bonds purchased	53 771.97	
Building Operating Expenses	86 514.64	
Library	29 114.79	
Library Service Bureau	22 086.88	
Library Recataloging	13 422.50	
Engineering Council	24 842.84	
Am. Soc. M. E. Notes	5 000.00	
Am. Soc. M. E. Interest on Notes	337.50	
General Funds, Interest on Investment	360.00	
Collect charges and exchanges	414.04	
Engineering Societies Service Bureau	12 431.66	
Permanent Improvement charged to Capital	10 183.15	
Total Payments		283 742.94
Cash balance December 31st, 1920		15 029.02
		$298 771.96

Assets and Liabilities.

December 31st, 1920

Assets

Real Estate	$1 957 354.31
Investments:	
Engineering Foundation Fund	502 834.80
Library Fund	93 043.75

Depreciation and Renewal	$100 511.42
General Funds	7 500.00
Cash	15 129.02
Accrued interest receivable	2 586.70
Insurance prepaid	5 468.61
Bills receivable	2 500.00
Accounts receivable	11 274.67
Advances to Library Board	5 142.41
Advances to Engineering Societies Service Bureau	70.26
	$2 703 415.95

Liabilities

Founders Equity in Property	$1 957 354.31
Due to General Reserve Fund	10 000.00
Due to Depreciation and Renewal Fund	103 396.41
Due to Engineering Foundation Fund	502 834.80
Due to Library Endowment	93 351.25
Bills Payable	12 500.00
Library Service Bureau, unexpended balance	710.27
Engineering Council, unexpended balance	6 314.19
Balance, December 31st, 1920	16 954.72
	$2 703 415.95

Respectfully submitted,

JOSEPH STRUTHERS, *Treasurer.*

Report of the President of United Engineering Society for 1920

TO THE TRUSTEES OF UNITED ENGINEERING SOCIETY:

Notwithstanding the continued high cost of services and supplies during 1920, the Society has fully administered its property and functions; but, at the close, the accounts show that in order to pay for several permanent improvements, make changes in investments for the greater security of the several funds, and meet the necessities of the Library, it was necessary to borrow from the uninvested portion of the Depreciation and Renewal Fund.

Although a number of important changes in the occupation of offices by Associate Societies had of necessity to be made, the entire building was fully occupied throughout the year, and a number of applications for space had to be refused. The building has been most carefully maintained and some deferred maintenance carried out, so that its present condition is generally better than at any time during the last few years.

Recommendations made by the Independence Bureau, employed by your Board, for improving the fire safety of the structure and its occupants have for the most part been effected, and a further report just received states that both structural and housekeeping conditions are excellent.

Total Membership of Societies.

The membership of the four Founder Societies at the end of the year was 44 655, and of the Associate Societies 22 609, so that a total of 67 264 engineers have headquarters in our building. Other technical societies holding meetings in the building have a large aggregate membership in addition.

On Sunday, April 25th, 1920, an impressive memorial service for Andrew Carnegie was held in the Auditorium under the joint auspices of the Authors Club, New York Public Library, Oratorio Society, St. Andrew's Society and United Engineering Society, at which the orators were the Hon. Elihu Root and Hon. John H. Finley.

A special committee had under consideration the admission of the Society of Automotive Engineers as a fifth Founder Society, but no conclusion on this matter has been reached.

A Committee on Memorials and Entrance Hall has been studying the placing of war and other memorials in the Engineering Societies Building, the furnishing of the Entrance Hall to make it more usable and attractive, and the establishment on the ground floor of a general information bureau to serve the various societies and their visiting members.

During the year, Messrs. Parker and Aaron, Counsel, drew the attention of the Trustees to recent decisions of the Courts of the State in certain matters relative to taxation as applicable to the building, in consequence of which such arrangements have been made with all Associate Societies that there will be no reduction in the net revenue received from assessments upon space occupied.

There has also been a revision of the rates charged for the use of the Auditorium and Assembly Rooms, which had not previously borne an adequate share of the general overhead expense; the new rates are still materially lower than those charged for other halls in the vicinity.

Engineering Societies Library.

The Engineering Societies Library has continued its steady progress in size and service under the direction of Harrison W. Craver. The Library contains 150 000 books, pamphlets and maps, and is valued at $311 000. Good progress has been made in the re-cataloging and re-arranging of the books; for this work special appropriations have been continued by the Founder Societies, and during the year $13 422.50 were expended for the purpose.

The income and expenses of the Library during 1920 were as follows:

Debit balance (temporarily advanced by U. E. S.) at end of 1919	$2 602.36
Contributions by four Founder Societies $4 000 each	16 000.00
Library Endowment income	5 027.63
Transfer from Library Service Bureau surplus in November	2 000.00
Income from Douglas Fund of Am. Inst. M. E.	5 497.60
Total	$25 922.87
The expenses were	29 114.79
Difference (deficit)	3 191.92

Library Service Bureau:

Actual cash receipts	$22 797.15
Actual cash disbursements for the Service	22 086.88
Surplus applicable to the general overhead of the Bureau.	$710.27

The business transacted by the Library Service Bureau has increased from $2 410.80 in 1915, to $8 814.93 in 1918, and $22 797.15 in 1920. Efforts are now being exerted to make this valuable service better known throughout the profession. The service rendered by this department of the Library has, during the past year, extended its usefulness to clients in all but four of the States and territories, as well as in 26 foreign countries.

Engineering Council.

Engineering Council continued its activities on substantially the same lines as in 1919, retaining and operating its offices in both New York and Washington.

In April, the American Railway Engineering Association became the sixth member of Council on invitation from the United Engineering Society.

An Organizing Conference held on June 3d and 4th, 1920, in Washington, D. C., attended by delegates of many technical societies, led to the establishment of the Federated American Engineering Societies, acting through the American Engineering Council, which held its first meeting in November. The creation of this larger Council with ampler resources, of which three of the Founder Societies became Charter Members, indicated clearly that it would be unnecessary to continue Engineering Council. At the request, therefore, of Engineering Council and with the consent of the Founder and other societies interested, United Engineering Society by amendment of its By-Laws, terminated Engineering Council on December 31st, 1920, when the Washington office was taken over by the American Engineering Council, which will establish its headquarters in that city.

A history of Engineering Council has been prepared as a permanent record of this department of United Engineering Society.

Engineering Council's financial condition may be summarized as follows:

Resources available for 1920	$31 157.03
Expenditures for 1920	24 842.84
Cash balance December 31st, 1920	$6 314.19
Other good assets	2 962.84*
Total assets	$9 277.03
Estimated expenses yet to be met	150.00
Probable balance	$9 127.03

This balance when finally determined will be applicable to the reduction of any obligations which the Board of Trustees may consider to be outstanding.

* Omitting debt of National Public Works Department Association $14 294.77, which is uncollectable.

Engineering Foundation.

Engineering Foundation continued its close relations with National Research Council and its contributions to the support of the Division of Engineering. Plans for increasing the endowment were developed by its Chairman, Mr. Charles F. Rand, during the year and a number of persons have been approached and indicate interest. Mr. Ambrose Swasey, in October, generously added $200 000 to his previous large gifts, making the total endowment fund $502 834.80. No other gifts have been received, although one friend has offered to give $50 000 if nine others would give equal amounts.

The annual income is now at the rate of $25 000. The accumulated unexpended balance on December 31st, 1920 was $16 091.76. Important research projects have been assisted, both directly and co-operatively with the Research Council. The field of possible usefulness has been much increased by the most recent addition to the funds.

Engineering Societies Service Bureau.

During the year, 2 171 men were registered and 1 479 were placed in positions.* This service continued to be free both to employers and to engineers seeking engagements. It was administered independently by the Secretaries of the Founder Societies. At the end of the year, negotiations were in progress for transferring this Bureau to the American Engineering Council.

John Fritz Medal Board of Award.

The John Fritz Medal Board of Award, composed of representatives of the Founder Societies, awarded the medal for 1920 to Mr. Orville Wright for achievement in the development of the airplane. The medal was presented before a large audience on May 7th, 1920.

Finances.

The income of U. E. S. for 1920 was	$97 231.95
The expenses were	77 486.38
Balance for the year	$19 745.57

Funds held by U. E. S., December 31st, 1920:

Engineering Foundation Fund	$502 834.80
Library Endowment	93 351.25
General Reserve	10 000.00
Depreciation and Renewal	103 396.41
Total	$709 582.46
The real estate owned by U. E. S. cost (and at present cannot be reproduced for that sum)	$1 957 354.31
Total net assets (see Auditor's report)	$2 703 415.95

At the end of 1920, there was charged to Real Estate $10 183.15 expended during 1920 for permanent betterments to the building.

* See *Proceedings*, Am. Soc. C. E., January, 1921, p. 11.

Investments.

Throughout the year United Engineering Society had the advice of the Bankers Trust Company as to the investment and reinvestment of its several funds. This has been particularly important on account of the great depreciation in market value of securities and the uncertainty in many cases of regularity in interest payments. Up to the present, however, there has been no default in interest on any of the securities held in any of the funds. The reports of the Treasurer and Auditor give details of this matter. Of the Engineering Foundation Endowment, $303 875 are in securities and cash deposited with the Cleveland Trust Company, of Cleveland, Ohio. For all other securities and funds, the Bankers Trust Company of New York is the custodian.

Accounts.

The Finance Committee has instituted changes in the distribution of the various financial accounts tending to simplification and clarity in the book records.

The various accounts of the Society have been examined, audited and reported on by Messrs. Barrow, Wade, Guthrie and Company, Public Accountants.

Credits to the Depreciation and Renewal Fund have been as follows:

Year	From Operating Balance.	Accrued interest added to the fund.
1907	$5 000.00	....
1908	5 000.00	....
1909	5 000.00	....
1910	5 000.00	....
1911	5 000.00	....
1912	5 000.00	....
1913	10 000.00	....
1914	10 000.00	$1 441.39
1915	5 000.00	2 404.28
1916	10 000.00	2 610.45
1917	nil	3 581.29
1918	8 000.00	3 126.37
1919	10 000.00	4 035.22
1920	nil	4 016.16
Total	$83 000.00	$21 215.16

This fund was decreased $818.75 due to changes in investments made during the year for greater security, on December 31st, it amounted to $103 396.41.

At a meeting of the Trustees, held November 19th, 1914, it was resolved that, beginning with the year 1915, the Depreciation and Renewal Fund should have the sum of $10 000 added to it each year in addition to the interest from securities held in the Fund. This action was re-affirmed in 1919. The prescribed addition to the Fund was made in only two years, 1916 and 1919.

Changes in Board Membership.

Record is made of the death of two Trustees during the year, with grateful recognition of their esteemed and valued services: Edmund Gybbon Spilsbury, on May 28th; Samuel Sheldon, on September 5th, 1920.

The new members joining the Board of Trustees during the year were: George H. Pegram, representing Am. Soc. C. E.; J. V. W. Reynders, representing Am. Inst. M. E.; George M. Basford, *vice* E. Gybbon Spilsbury, deceased, Am. Soc. M. E.; Bancroft Gherardi, *vice* Samuel Sheldon, deceased, Am. Inst. E. E.

The members retiring by rotation at the end of this year are: Clemens Herschel, representing Am. Soc. C. E.; B. B. Thayer, representing Am. Inst. M. E.; W. M. McFarland, representing Am. Soc. M. E.; L. T. Robinson, representing Am. Inst. E. E.

ACKNOWLEDGMENTS.

Messrs. Parker and Aaron, Counsel, continued to render important service, and gave notable advice during the year relative to: (1) Forms for Deed of Gift for Engineering Foundation Endowment, and Custodianship of Trust Funds; (2) on the relation of a decision of the Court of Appeals of New York to tax exemptions; (3) forms for Associate's Agreement; and (4) legal phases of the discontinuance of Engineering Council as a department of United Engineering Society.

It is a pleasure to acknowledge to the various committees appreciation of their loyal service. The operation of the Engineering Societies Building has continued to be directed by the House Committee, consisting of the Secretary of United Engineering Society, Mr. Alfred D. Flinn, Chairman, with the Secretaries of the Founder Societies, Messrs. H. S. Crocker, Bradley Stoughton, Calvin W. Rice and F. L. Hutchison, to whom this recognition of their capable and careful performance of duties is tendered.

Mr. Alfred D. Flinn has ably fulfilled the duties of Secretary during the year. Dr. Struthers has again acted as Treasurer and the thanks of the Board of Trustees is due to him for his conscientious service given voluntarily and gratuitously.

Further details of the activities of the Engineering Societies Library, Engineering Foundation and Engineering Council are given in their several annual reports.

The affairs of United Engineering Society are in a satisfactory condition.

Very respectfully,

J. VIPOND DAVIES, *President.*

Annual Report of Engineering Foundation

TO THE TRUSTEES OF UNITED ENGINEERING SOCIETY:

By letter of October 25th, 1920, Mr. Ambrose Swasey added $200 000 to his gifts to United Engineering Society for the endowment of Engineering Foundation, making the total a half-million dollars. He also gave the income of the new fund from the beginning of the year.

Further increase of endowment has been sought by the Chairman as a Special Committee of one. Many friends of the Foundation have helped. Letters have been exchanged and interviews had with men of large wealth in many parts of our country. Some encouragement has been received. One friend offered to give $50 000 if nine other men would make equal gifts.

Forms for Deed of Gift and Declaration of Trust, after study for more than a year, were adopted December 10th and approved by the Trustees December 21st,

1920, in accordance with a report by Mr. Edward Dean Adams, prepared with the co-operation of Parker and Aaron, Counsel to United Engineering Society. This valuable report includes custodianship and administration of the endowment funds.

Study was given to the policy as to patents secured in connection with the work of Engineering Foundation, and standard forms for use in connection with grants of assistance for research projects. Conclusions have not been reached, although progress has been made.

Close relations with the National Research Council were continued. Increasing co-operation has been given by the Founder Societies. Other technical societies, also, have shown appreciation of Engineering Foundation, and aided in making its work and needs known.

Research in Fatigue Phenomena.

The research in fatigue phenomena of metals has progressed at the Engineering Experiment Station of the University of Illinois. Interesting partial results have been secured. Engineering Foundation appropriated $30 000 to be advanced in instalments through two years, beginning November, 1919. To December 31st, 1920, payments amounting to $22 000 were made. Attracted by the facilities created by the financial support of the Foundation and the co-operation of the Division of Engineering of National Research Council with the University of Illinois, the General Electric Company entered into an agreement for an extension of the programme to cover nickel steels of special interest to it. For this purpose, the Company will contribute $30 000, thus duplicating the grant of the Foundation. It has been reported that other industrial corporations are considering similar action.

Engineering Foundation, the Founder Societies and other technical organizations, together with Federal and State governments, co-operated with the Division of Engineering in establishing an Advisory Board for Highway Research. This Board is planning a National programme and seeking to bring about material economies in the proposed vast expenditures for roads by obtaining and disseminating results of research relating to highway construction, maintenance, traffic, vehicles and economics.

An Hydraulic Research Committee has collected information about all important known hydraulic laboratories in the United States. From this material, a bulletin is being prepared for publication at an early date.

Dr. E. E. Southard was aided by a small grant in the study of "Mental Hygiene of Industry", but the work was stopped in its preliminary stages by Dr. Southard's sudden death in February. An offer from the Harvard Medical School to co-operate in resuming these studies was declined for lack of funds.

Engineering Foundation co-operated with National Research Council in examining the possibilities of bringing about useful co-operation in industrial personnel research. A successful conference was held in Washington, D. C., November 12th, 1920. The outcome cannot be determined until a second conference shall have been convened later in the winter.

A study of the predictive value of psychological tests for engineering students was brought to the attention of the Foundation by Dr. Walter V. Bingham, Chairman of a Committee of National Research Council. Professor Robert M.

Raymond, of the Foundation, after investigation, reported in May that it was not advisable to give assistance to the proposed study at this time.

Hydraulic weir tests conducted at the laboratory of the Massachusetts Institute of Technology, Cambridge, by Clemens Herschel, Past-President, Am. Soc. C. E., with the aid of funds from Engineering Foundation, produced a new form of weir and a very simple formula for determining the quantity of liquid flowing over the weir. The experiments and results are described in a report submitted by Mr. Herschel in March, 1920.

Tests on Wear of Gears Discontinued.

Tests on wear of gears were resumed at Leland Stanford Junior University during the summer, by Professors Guido H. Marx and Lawrence E. Cutter. One set of tests was completed, yielding limited results. The appropriation of $1 000 made five years ago having been expended, and the Board being unwilling to devote further funds, the tests were discontinued.

At the suggestion of the American Society of Mechanical Engineers, there was appointed at the December meeting of the Foundation a Committee on Industrial Education and Training to examine the practicability and desirability of an extended investigation of the education and training of men for the industries. Sources of funds for this work were indicated.

Four Pamphlets Published.

During the year, Engineering Foundation published four pamphlets, being reprints of reports made to it and printed in technical journals, as follows:

1.—The Mental Hygiene of Industry, March, 1920; from *Industrial Management,* February, 1920.

2.—Trade Unionism and Temperament, April, 1920; from *Industrial Management,* April, 1920.

3.—The Modern Specialist in Unrest, June, 1920; from *Industrial Management,* June, 1920.

4.—An Improved Form of Weir for Gauging in Open Channels, May, 1920; from *Mechanical Engineering,* June, 1920.

Because of additional income from Mr. Swasey's third gift, the possibility of a deficit resulting from the programme for the current three years ending with 1922, was removed. Therefore, the assumption of the contingent liability by Mr. Edward Dean Adams, being no longer necessary, was cancelled by the Foundation at its December meeting.

Four regular and two special meetings were held during the year. The meeting of December 10th was preceded by a dinner to Mr. Swasey, at which an engrossed certificate was presented, expressing appreciation of his gifts.

Two members of the Board died during the year: Edmund Gybbon Spilsbury on May 28th, and Dr. Samuel Sheldon on September 5th, 1920.

Publicity for the work and needs of Engineering Foundation has been extended by six months' engagement, beginning November 1st, 1920, of part-time services of Mr. James T. Grady, Director of the Department of Public Information, of Columbia University. Through Mr. Grady's activities, news items and interesting statements of some length have appeared in the daily press in all parts of the

country. Other statements about the Foundation have appeared in many technical journals in both America and Europe. Leaflets of information have been widely circulated. A special series has been planned, known as "Research Narratives", which is to be mailed to a carefully selected list of men prominent in industry and finance. The name, purpose, work and needs of Engineering Foundation are becoming widely known.

A financial statement, required by the By-Laws, is attached.

Respectfully,

CHARLES F. RAND, *Chairman.*

Alloys Research Association

An Alloys Research Association is being formed with an Informational Service as the first step. This is to be co-operative on the part of those interested in metals and their alloys. An Advisory Committee, composed of seventeen prominent technical men, was formed some time ago and this Committee has evolved a plan, in conference with the Institute of Metals Division of the American Institute of Mining and Metallurgical Engineers, whereby a service of a different scope from any now existing can be carried on for the benefit of those interested. It was felt that it is time to broaden the sources of knowledge and to have a co-operative service that will critically and analytically digest the great mass of data that has been accumulated, but is now largely inaccessible since technical men have not the time to spend in searching even current literature.

It is now planned to create a special scientific staff composed of a Director and a corps of assistants who will give all their time to rendering a service of two distinct types: (1) Current Information Service, supplying information as to new results; (2) Reference Service, supplying as fully and promptly as practicable all existing information relating to any phase of a subject. The Board of Managers, appointed by three of the divisions of the National Research Council, is constituted of Alfred D. Flinn, M. Am. Soc. C. E., Secretary of the Engineering Foundation, Dr. R. B. Moore, of the U. S. Bureau of Mines, and Mr. W. M. Corse, Secretary of the Institute of Metals Division of the American Institute of Mining and Metallurgical Engineers.

SAMPLE ANALYTICAL ABSTRACT.

Nishikawa, S. and Asahara, G.

Some Studies of Metals by Means of X-rays.—Physical Review 15, 38-45 (1920).—(1) *Effect of rolling.* By passing a narrow beam of heterogeneous rays through a thin sheet of metal, a pattern may be photographically recorded which depends on the crystalline structure of the metal. The authors have used this phenomenon to study the effect of rolling and subsequent annealing on various metals. (a) In the case of *aluminum, cadmium, copper, zinc,* and *brass,* rolling produced ill-defined patterns, all with a symmetry related to the direction of rolling but each characteristic of a particular metal. (b) *Silver* and *tin* gave similar ill-defined patterns immediately after rolling, but these gradually changed during the following two or three weeks to the distinct spot patterns characteristic of annealed samples. For these metals, then, the crystal growth which accompanies

annealing takes place at room temperatures. Even at 5° the recovery from rolling goes on, though more slowly (See Plate I). (c) *Lead* and *thallium* gave irregularly distributed spots which showed no symmetry related to the direction of rolling. For these metals, then, either the crystal structure is not distorted by the rolling or the recovery is quite rapid. In the case of thallium, however, the pattern was not the same as after the sheet had been annealed. (2) *Effect of annealing after rolling was studied* with a special furnace which enabled the patterns to be obtained for a sheet of metal kept at any desired temperature up to 800°. Metals differ greatly in their response to annealing. Thirty minutes at 80° is sufficient to obliterate the effects of rolling in the case of *silver* and *tin,* whereas 2 hours at 800° is not sufficient for *copper.* The effects of annealing *cadmium* at 100°, 150°, 200°, and 250° are shown in the photographs reproduced in Plate II. This method should be valuable for studying the effect on metals of various mechanical and heat treatments.

Transformation Point of Thallium and Tin as Determined by X-ray Patterns.—When the pattern produced by a thin sheet of annealed thallium was photographed for a series of ascending temperatures, it was found that as the transformation point was passed, the pattern suddenly changed to one corresponding to a single crystal. On cooling the sheet, the change was reversed (see Plate III). Taking account of the lag, the temperature of transformation was found to be about 227°, in good agreement with determinations by other methods. *Tin* was also investigated in this way, especially in the neighborhood of 160°, but no change of pattern was observed.

INDEX ENTRIES.

For the foregoing abstract, eleven index entries would be made, such as the following:

Aluminum

Effect of rolling, on X-ray patterns—S. Nishikawa and G. Asahara.

Cadmium

Effect of rolling and subsequent annealing, on X-ray patterns—Nishikawa and Asahara.

Thallium

Effect of rolling, on X-ray patterns—Nishikawa and Asahara.

Transformation point at 227°—Nishikawa and Asahara. Etc., etc.

The Research Extension Division of the National Research Council, Washington, D. C., which is aiding in the organization of the Alloys Research Association, will be glad to supply fuller details about this Informational Service.

John Fritz Medal Awarded to Sir Robert Hadfield

The John Fritz Medal for 1921 has been awarded to Sir Robert A. Hadfield, of London, England, for the invention of manganese steel. During the World War, 9 000 000 Hadfield manganese steel helmets were used by the British, American and Belgian Armies; these helmets were replacing the French type when the war ended and are superior to the German helmets, which were made of nickel-chromium steel, and were 12 oz. heavier.

The previous recipients of this medal have been as follows:

John Fritz	1902	Robert Woolston Hunt	1912
Lord Kelvin	1903	John Edson Sweet	1914
George Westinghouse	1906	James Douglas	1915
Alexander Graham Bell	1907	Elihu Thomson	1916
Thomas Alva Edison	1908	Henry Marion Howe	1917
Charles Talbot Porter	1909	J. Waldo Smith	1918
Alfred Noble	1910	George W. Goethals	1919
Sir William Henry White	1911	Orville Wright	1920

More Data on Costs of Railroad Operation

S. M. Felton, M. Am. Soc. C. E., President of the Chicago Great Western Railroad Company, calls attention to an item* in "Brief Notes", comparing the deficit incurred by the railroads of the United States under Federal control and that under private operation. The principal statements made were as follows:

"The two years and two months of Federal control * * * cost the taxpayers $902 000 000, according to latest returns. * * * Assuming that the Interstate Commerce Commission, in the final accounting, will allow all the maintenance charges reported by the carriers, only six months of private operation cost the taxpayers $634 000 000 * * * or more than two-thirds of the cost for the two years and two months of Federal control. Reducing these figures to costs per month, there is obtained about $34 700 000 per month under Federal control, and $105 700 000 per month since the return to private control."

These statements, he says, when made without any qualification or explanation, are too misleading to allow them to pass unnoticed. The figure given regarding the deficit under Government control is the estimate made by Director General Hines in a statement to the House Committee on Appropriations. This Committee rejected his estimate, pointing out that he had not included $60 000 000 for interest on Government funds that had been used, $25 000 000 which must be paid to the Short Line Railroads for losses incurred by them, and $250 000 000 because of shrinkage in the value of Government bonds and railroad securities which the Railroad Administration had bought. The House Committee on Appropriations estimated that when these and all other proper items had been included "the total loss to the Government chargeable to Federal control and operation of railroads would amount to $1 375 000 000."

Mr. Sheldon states that the estimate made regarding the deficit incurred in the six months of private operation probably is substantially correct, but that before this deficit is attributed to private operation the following facts should be considered:

1.—During the last six months of government control the operating expenses of the railways increased so much that the railways ceased to earn any net operating income. The expenses increased from $11 590 000 a day in August to $14 310 000 a day in February, which was the last month of government control. Because of this great increase in expenses, the operating expenses and taxes of the railways in February exceeded their total earnings by $12 000 000. In the last two months of Government operation, January and February, the railways earned only 1.84% of the Government guarantees to them for those months. If the Govern-

* *Proceedings*, Am. Soc. C. E., November, 1920, page 864.

ment had continued to operate the railways and had earned no larger a part of the guarantees in the six months from March 1st to September 1st than it did in January and February, its deficit for those months would have been about $458 000 000.

2.—On July 20th, 1920, the Railroad Labor Board, a Government body, awarded to the employees of the railways an advance in their wages amounting to about $52 000 000 a month. This advance in wages was effective from May 1st to September 1st, and therefore for these four months exceeded $200 000 000. If the Government had continued to operate the railways and during these four months had had to pay this advance in wages, it is reasonable to estimate that its deficit would have been about $660 000 000.

3.—Under Government control the railways were very inadequately maintained and the companies, after they were returned to private operation, had to spend greatly increased amounts of money for maintenance to put the properties in condition to handle a record-breaking business.

4.—The railways since they were returned to private operation have had to pay much higher prices for fuel than had to be paid under Government control.

In view of the foregoing facts, says Mr. Sheldon, it is obvious that the large deficit incurred was not due to the way that the properties were operated under private management. In fact, the efficiency with which the facilities were used was greatly increased, which had the result of making the deficit smaller than it otherwise would have been and smaller than it probably would have been under Government control.

It should be said in this connection, he adds, that Congress recognized the fact that a deficit was bound to be incurred during the early months of private operation simply because the operating expenses had increased so much more in proportion under Government control than the rates had been advanced, and that it would take some time for the Interstate Commerce Commission to determine what advances in rates were required to stop the incurring of the deficit. When Congress guaranteed to the railways during the first six months of private operation the same standard return that had been guaranteed to them under Government control, it did so in express recognition of the fact that a large deficit was unavoidable.

Henry Saxon Snell Prize

The Henry Saxon Snell Prize was founded to encourage improvements in the construction or adaptation of sanitary appliances, and is to be awarded by the Council of The Royal Sanitary Institute, London, England, at intervals of three years, the funds being provided by the legacy left by the late Henry Saxon Snell (Fellow of the Institute).

The Prize in the year 1921 will consist of Fifty Guineas and the Medal of the Institute, and is offered for an Essay on "Suggestions for a System of Central Hot Water Supply and Heating, Adapted to Modern Housing Schemes, and to Existing Groups of Houses."

The following points should be dealt with:

1.—Central installation.

2.—Appliances for and methods of distribution.

3.—Methods of conserving the heat.

4.—Provision for continued supply during repair of system.
5.—Cost, initial and service.
6.—Combination with other services for reducing expenses.

GENERAL CONDITIONS.

The Essay is to consist of not more than 5 000 words, to be typewritten on foolscap, one side only, and to be illustrated by drawings or sketches; two competitors may combine in sending in an essay and drawings.

Essays must be delivered on or before August 31st, 1921, addressed to the Secretary of The Royal Sanitary Institute, 90 Buckingham Palace Road, London, S. W., 1, and the following requirements must be observed:

(*a*).—The Essay is to be submitted without the name of the competitor.

(*b*).—The Essay is to bear a motto, legibly marked on the right hand lower angle of the first sheet.

(*c*).—The Essay is to be enclosed in an envelope, bearing the words "Henry Saxon Snell Prize," and the Competitor's motto at the right hand lower angle, and to be directed to the Secretary of The Royal Sanitary Institute.

(*d*).—The Essay is to be accompanied by a letter containing the competitor's name and address, which is to be enclosed in a separate envelope, sealed with a blank seal, and having on the outside "The Henry Saxon Snell Prize", and the same motto as that attached to the Essay submitted.

Australian Members Plan Local Section

At a meeting of the local members of the American Society of Civil Engineers, held in Melbourne, Australia, plans were discussed for an attempt to form a Section of the Society, to include members in that vicinity. A communication from J. T. Noble Anderson, M. Am. Soc. C. E., Chairman of the meeting, encloses a clipping from the Melbourne *Age,* which indicates the nature of the publicity for the Society which this group of about fourteen members has been able to obtain. Abstracts from this account follow:

At a meeting of members of the American Society of Civil Engineers, in giving the toast to the Parent Society, Mr. J. M. Coane enlarged on the advantage to Australian engineers of belonging to this society.

In reply, the Chairman, Mr. J. T. Noble Anderson, stated that both in number of members and the importance of the work carried out, this Society was now the premier society of the world, and that by joining it an engineer not only had the advantage of the most up-to-date work, but got in touch with the most cosmopolitan society in the profession.

BRIEF NOTES

Panama Canal tolls in January amounted to $1 095 864, exceeding by $80 000 the former record. Vessels passing through the canal numbered 282.

The Interstate Commerce Commission announces that it has approved a loan of $3 835 000 to the Southern Railway Company to aid in providing new equipment. The Company is required to finance $8 925 000 to meet the loan of the Government.

Officials of the central region of the Pennsylvania Railroad at Pittsburgh, Pa., announce that technical men to the number of about 1 500 would be given a holiday of one day each week during the freight and passenger depression.

George Otis Smith, Director, U. S. Geological Survey, on January 18th, 1921, told a Senate Committee that inasmuch as coal was a basic necessity, he thought the time had come when it should be classed with public utilities, and proper arrangements made to guarantee adequate supply at fair prices.

Conditioned on permission of the U. S. Congress, the Philippine Government will issue $25 000 000 in gold non-taxable 20-year 3½% irrigation and public works bonds, to cover a programme of irrigation and flood control in Luzon and other islands.

England is credited with now being in the front rank as to aviation, and is not only leading the rest of the world in development of military craft, but passenger and express airplanes as well. In fifteen months, 82 000 passengers and 200 000 lb. of freight were carried 1 000 000 miles in 48 000 flights.

The Interstate Commerce Commission issues a statement on the status of the revolving fund of $300 000 000 created by Section 210 of the Transportation Act of 1920, for the purpose of enabling the rail carriers of the country properly to serve the public during the transition period immediately following the termination of Federal control. The total of loans approved, as of December 31st, 1920, is $205 721 357. Additional loans aggregating $51 653 594 may be made on pending applications. This will leave $2 625 049 of the revolving fund available for additional loans.

U. S. Commissioner of Immigration Wallis stated before Congress that there was need for inspection of aliens before leaving Europe, and for rigid examination after arrival at American ports. He recommended that facilities be established overseas for such inspections, and declared 90% of immigrants arriving under the existing system would be denied permission to sail if examined at ports of embarkation by American officials. The Commissioner stated that reports of the Public Health Service indicated that Eastern Europe to-day is in the grip of four epidemics—typhus, typhoid, dysentery and tuberculosis. He declared that Europe was "literally moving to the United States."

Herbert C. Hoover, M. Am. Soc. C. E., has stated that the whole 400 000 000 people in Europe are gradually sinking into a lower standard of living than was ever contemplated in this generation—the world is not suffering from overproduction, it is suffering from underconsumption. Recovery cannot take place and surplus goods cannot be consumed unless the United States is prepared to take some hand in the situation in Europe and devise some method by which it can give assistance on a proper and suitable foundation of business. All such measures fall into three classes—first, those emergency measures undertaken by the Government soon after the Armistice, and Government assistance cannot continue for long for a hundred reasons; second, sheer charity, which is only justifiable in an emergency of complete helplessness; third, by building up the normal processes of business, and in that alone lies any permanency and any real recovery for the world situation.

ACTIVITIES OF LOCAL SECTIONS*

Meetings of Duluth Section

At the meeting of the Duluth Section held on December 20th, 1920, 21 members present, the report of the Committee on Compensation of Engineers was read by Mr. E. W. Kelly, Chairman, and on motion, duly seconded and carried, was approved, with instructions to the Secretary to send a copy to Engineering Council.

Mr. W. H. Hoyt, Chairman of the Committee appointed to report on the proposed bill for licensing engineers and architects in the State of Minnesota, reported that the Committee had given the subject careful study, but was not yet ready to offer a definite written report. The proposed bill was discussed, and on motion, duly seconded and carried, it was decided to have a special meeting of the Section after Mr. Woodbury's return from the meeting of the Minnesota Joint Engineering Board.

A letter from Director Anson Marston in regard to a proposed conference of the officers of the Local Sections in the district comprising the Detroit, Duluth, Northwestern and Iowa Sections, was read. On motion, duly seconded and carried, the President was authorized to arrange to be present at this conference, together with any other officers who could so arrange.

Mr. Frank Hutchinson, Chairman of the Library Committee, requested that the members send in lists of books on engineering subjects which they would consider to be desirable for the Public Library of the city.

On motion, duly seconded and carried, the Committee on Entertainment, consisting of Messrs. Pope, Cokefair and Bryan, was instructed to arrange for another social meeting similar to the one held in 1919.

It was suggested that one or more members of the Duluth Section should attend the Annual Meeting of the Society at New York City on January 19th, 1921. It was moved, seconded and carried, that the Board of Directors of the Section give consideration to this suggestion, with a view to inducing some of the members to make the trip.

Meeting of January 17th, 1921.

At a meeting of the Duluth Section held on January 17th, 1921, 22 members and 2 guests present, a circular letter from the Secretaries of the four Founder Societies with reference to an official Biographical Directory of the members of these Societies, was read. It was moved, seconded and carried, that it was the sense of the Duluth Section that it does not approve of the publication of this Directory.

A letter from the Denver Section dated January 13th, 1921, and enclosing a report by a committee of that Section in regard to the Smith Bill (H. R. 12 466) authorizing the granting of certain irrigation rights in the Yellowstone National Park, was read. This correspondence was referred to the Special Committee consisting of Messrs. Ash, Darling and Carson, and this Committee reported that it had also considered a letter from the Dallas Section. In this report,

* For list of Local Sections, Officers, Meetings, etc., see p. .

the Chairman of the Committee related the history of water power legislation since the time of the Civil War.

On motion, duly seconded and carried, the report of the Committee was approved, and the Secretary was instructed to send copies to the Senators and Representatives in Congress from this district, and to the Secretaries of all Local Sections of the Society; the Committee was also requested to condense the information that it might be sent to all members with a request that personal letters be communicated to Senators and Representatives from the district.

Mr. Christie, Secretary of the Library Committee, reported that the heirs of the late John Francis Coleman, M. Am. Soc. C. E., had offered to the Duluth Section certain copies of the Van Nostrand Engineering Magazine. On motion, duly seconded and carried, the offer was accepted, and the Secretary was instructed to prepare an appropriate resolution of thanks to be transmitted to the widow of Mr. Coleman.

Frank Hutchinson, M. Am. Soc. C. E., presented a paper entitled "Hydraulic Disposal of Blast Furnace Slag", describing in detail the former method of handling slag, the great saving being effected by the process in use by the Shenango Valley Improvement Company, New Castle Junction, Pennsylvania. The paper was illustrated by lantern slides, and was followed with great interest by the members present.

Annual Meeting of the Southern California Section

The Annual Meeting of the Southern California Section was held on December 8th, 1920, at the University Club, Los Angeles, Cal., 42 members and 7 guests present. President Barnard introduced Messrs. Frank C. Wight, Associate Editor of *Engineering News-Record,* who spoke of his observations during a tour of the country; John G. Heft, former Assistant Engineer, Sonoma County, California; Ward Hall, Assistant Engineer, California Railroad Commission; D. F. Black, Charter Member of the Section; W. M. Steele, Vice-President of the Foundation Company, who spoke briefly on the close relation of western engineers to their field work as compared with the more isolated condition of eastern engineers; T. R. Minn, Engineer of the U. S. Department of Public Roads, who described the heavy road construction now under way in the San Gabriel Canyon.

The speaker of the evening, Mr. J. A. Griffin, City Engineer of Los Angeles, Cal., outlined the plan of the proposed new outfall sewer for that city, pointing out the overtaxed condition of the present sewer. He stated that before relief work could be completed, the present outfall system would become a menace, and pointed out various proposed methods and types of construction which were based on a contemplated growth of the city to 3 430 000 by 1950. The subject was discussed by Messrs. E. T. Wheeler, R. L. Russell and H. W. Dennis.

A letter and resolution from the Texas Section of the Society was read, requesting that the Section endorse its resolution "urging the passage of an amendment to the Federal Water Power Act exempting the National Parks from use for water power purposes". On motion, duly seconded and carried, this matter was referred to the Committee on Public Affairs, consisting of Messrs. Lippincott, Leeds, Hawgood, Mulholland and Hill.

On motion, duly seconded and carried, the report of the Committee on Revision of the Constitution and By-Laws was adopted, and it was ordered that the proposed letter-ballot covering the amendments to the Constitution and By-Laws should be voted on item by item, separately, so that the proposed increase in dues would not be joined with any other issue.

Reports of Committees.

The Committee on Building Laws and Regulations submitted a report, and was discharged.

Mr. J. N. Irving, Chairman of the Committee on Public Health and Sanitation, made a brief report, which was accepted and the Committee continued.

Mr. E. A. Bayley, of the Committee on Public Affairs, reported that no business had been transacted, and the Committee was discharged.

A report from Mr. T. C. Leeds, Chairman of the Committee on Universal Military Training, was read, and the Committee was discharged.

The report of the Committee on City Planning was read and discussed, and the Committee continued.

The Committee on Terminal Investigation, having concluded its services, was ordered discharged.

A report from the Committee on Application for Membership in the Parent Society was read, and the Committee discharged.

Mr. E. T. Flaherty, of the Committee on Building Ordinance, read a report, which was adopted, and the Committee discharged.

The Committee on National Board and Jurisdictional Awards was ordered discharged.

Mr. H. Hawgood, of the Committee on California Engineering Council, read a report which was ordered filed, and the Committee discharged.

Mr. F. E. Trask, Chairman of the Committee on Registration and Licensing of Engineers in California, read its report, which was adopted and the Committee discharged.

Mr. F. L. Bowen, Chairman of the Committee on Standard Specifications for Cement Concrete Pipe, advised the meeting that the Committee, having only recently been appointed, would require more time, and the Committee was continued.

Mr. E. G. Sheibley, Chairman of the Committee on Public Library, read its report and certain resolutions, and this report was adopted and the Committee continued.

The report of the Committee on Co-operation with Federal Bureaus, was read by Mr. A. L. Sonderegger, Chairman, and the resolution proposed therein was adopted, the Secretary being requested to send copies to the State Water Commission and to Representatives and Senators in Congress.

On motion, duly seconded and carried, all committees and sub-committees of the Committee on Development were ordered discharged. A rising vote of thanks was extended to Messrs. George G. Anderson and H. Hawgood for their untiring efforts in the work of the Committee on Development and on the Board of Direction.

Mr. Hawgood read a list of nominees for officers of the Parent Society, and called upon the membership to vote the regular ticket, pointing out that by the election of these candidates it was hoped that the affairs of the Society would become democratic. Mr. Anderson expressed the hope that the new administration of the Society would be more progressive and liberal minded.

The Secretary announced the election of officers for 1921, as follows:

H. W. Dennis, President; R. J. Reed and F. D. Howell, Vice-Presidents; F. G. Dessery, Secretary; E. R. Bowen, Treasurer; the Board of Directors is composed of Messrs. H. W. Dennis, R. J. Reed, F. D. Howell, E. R. Bowen, F. G. Dessery, G. G. Anderson and W. K. Barnard.

The Past-Presidents of the Section are J. B. Lippincott, C. T. Leeds, W. Mulholland, H. Hawgood, L. C. Hill, G. G. Anderson and W. K. Barnard.

Meeting of January 12th, 1921.

At a meeting of the Southern California Section held on January 12th, 1921, 72 members and guests present at the dinner, the following guests were introduced: Messrs. H. L. Doolittle, President, Los Angeles Chapter of the American Society of Mechanical Engineers; Mark Walker, President, Los Angeles Chapter of the American Chemical Society; and R. W. Sorensen, President, Los Angeles Section of the American Institute of Electrical Engineers.

The Secretary announced the result of the recent printed ballot on Amendments to the Constitution and By-Laws of the Section. All amendments as proposed were carried by a large majority, excepting the proposal to increase the dues from $3 to $5 per annum, which failed to receive a majority vote.

The Secretary read a letter from the Los Angeles Chapter of the American Association of Engineers regarding the withdrawal of that Chapter from the Joint Technical Committee. On motion, duly seconded and carried, it was voted as the sense of those present that this request should be granted, and that the matter should be referred to the Board of Directors to take the necessary action and advise the Joint Technical Committee.

The unanimous report of the Committee on Public Affairs in regard to the Federal Water Power Act, was read, recommending that the action requested in the communication from the Texas Section be not endorsed. After discussion, the report was accepted, and it was ordered that no further action be taken in the matter at this time.

The speaker of the evening, Dr. Ford A. Carpenter, Consulting Meteorologist, presented an address on the "Clouds of California", accompanied by many beautiful and well selected lantern slides, most of the views shown having been taken from balloons, dirigibles, airplanes and hydroplanes. The speaker gave a brief description of cloud formation, types, structure and occurrences. The evening had been arranged as a ladies' night, and the subject presented was of intense interest to the ladies, as well as to the members present.

The membership of the Southern California Section is now 155.

Annual Meeting of the Nebraska Section

The thirty-third regular meeting (the Annual Meeting), of the Nebraska Section was held at Lincoln, Nebr., on January 15, 1921, 16 members and 2 guests present.

The President appointed as Tellers to canvas the Ballot for Officers, Messrs. Cochran, Grup and Erickson, who later reported the results of the canvass of the 33 ballots received, and the President declared the election of the following:

Rodman M. Brown, President; John L. Hershey, Senior Vice-President; George W. Bates, Junior Vice-President; Homer V. Knouse, Secretary-Treasurer.

Roy M. Green, Assoc. M. Am. Soc. C. E., President of the Western Laboratories, presented a paper entitled "Bitulithic Specifications". He outlined the specifications under which contracts have been made for bitulithic pavements, and made certain recommendations regarding desirable modifications. The paper was discussed quite fully by the members present.

Mr. George W. Bates presented the proposed bill to be introduced in the 1921 session of the State Legislature for the registration of professional engineers and surveyors. It was moved, seconded and carried, that instead of the minimum age limit being fixed at 21 years, no age limit should be specified. It was further moved, seconded and carried, that a section should be added to provide for a seal for registered professional engineers or registered surveyors.

On motion, duly seconded and carried, the President was instructed to see that the Legislative Committee transmit to the Joint Committee of the Nebraska Assembly of the American Association of Engineers and the Nebraska Chapter of the American Institute of Architects, the foregoing motions as being suggestions of this Section, and to urge the adoption of the proposed changes. It was moved, seconded and carried, that the Section endorse the proposed bill, with the changes as adopted.

It was moved, seconded and carried, that at future Annual Meetings the retiring President should present an address on such subject as might be selected by him.

A communication from the Acting Secretary of the Parent Society in regard to the Biographical Directory of the four Founder Societies, was read. It was discussed briefly, but no action was taken.

New York Section Considers Metropolitan Water Supply and Sanitation

On January 12th, 1921, the New York Section considered the fourth topic in its program of discussion bearing on the engineering devolopment of the Metropolitan District, namely "Water Supply and Sanitation, Including Sewage and Disposal of Solid Wastes such as Garbage, Ashes and Snow." The subject was introduced by Dr. George F. Soper, former President of the Metropolitan Sewerage Commission of New York City, and was discussed by Messrs. J. Waldo Smith, Chief Engineer, Board of Water Supply, New York City; Morris R. Sherrerd, Chief Engineer, Department of Streets and Public Improvements, Newark, N. J.; William W. Brush, Deputy Chief Engineer, Bureau of Water Supply, New York City; William H. Burr, Consulting Engineer; Allen Hazen, Consulting Engineer; George W. Fuller, Consulting Engineer; John T. Fetherston, former Commissioner of Street Cleaning, New York City; and Dr. Royal S. Copeland, Commissioner of Public Health of the City of New York. A contribution from George S. Whipple, Professor of Sanitary Engineering, Harvard University, was read.

Dr. Soper declared that the insurance of a sanitary environment is the paramount problem which faces New York and vicinity, and he described the two great

requirements of a metropolis as an adequate supply of good drinking water and a prompt and complete disposition of the wastes. He pointed out that the problem is much complicated by the multiplicity of political units embraced in the Metropolitan area. Dr. Soper invited attention to the fact that the disposal end of the problem had scarcely been touched, although the water supply phase had attained a high degree of perfection. He showed that the two elements of the wastes problem are removal and disposal, and that the former does not necessarily imply the latter. He divided wastes into two classes; those which may be carried away by the gravity flow of water in conduits, and those which must be removed in some other manner, and referred to the plans recommended by the Metropolitan Sewerage Commission some years ago. Dr. Soper described present methods of handling ashes, garbage, and other refuse, and outlined the problems yet to be solved.

Mr. Smith discussed the present status of the New York City water supply project and described briefly the several watersheds still available to supply the communities of the Metropolitan District. Mr. Sherrerd presented a corresponding discussion of the New Jersey section of the District, which includes the counties of Bergen, Passaic, Hudson, Essex and Union.

Mr. Brush presented details as to the yield of the sources that supply New York, and the consumption of that city. He explained the part played by the various sources in the general water supply function, and discussed the popular misconceptions concerning the so-called waste of water over the spillways of watersheds that have been already developed to their economical capacity. Mr. Brush also touched on the possibility of using such excess storage for power purposes. He pointed out that those responsible for water supply should remember that, in the case of the Catskill supply it took about twenty years to develop public sentiment, investigate sources, secure legislative action, organize the engineering force, complete surveys, plans, specifications and contracts and construct the works necessary to commence delivery of the first water.

Professor Burr pointed out that preventable water waste is not so great as is commonly supposed, and probably does not exceed 15%; he discussed, also, the possibility of using water from the Adirondacks, and of pumping from the Hudson River near Hyde Park. He touched on the problem that confronts the small communities that seek water in a water-shed that has been developed by a large neighboring city, and urged a respect for the rights of the smaller towns.

Mr. Hazen commended the administration of the New York Water Supply, and pointed out the possibilities for developing new supplies for West Chester towns. In discussion the sewerage problem he expressed the opinion that the sewage absorption capacity of New York Harbor waters has not yet been reached, and that the time for radical, far-reaching, expensive action has not arrived.

Mr. Fuller spoke of the business phases of the Metropolitan Water Supply problems and emphasized the long period of time that is always necessary to arrange financial, legislative and administrative programmes to carry on such works. As to the sewerage problem, Mr. Fuller took a position intermediate between Dr. Soper and Mr. Hazen, and pointed out that although there is great absorptive capacity in New York Harbor there are some localities in need of present attention. In connection with sewage and garbage disposal, he referred to British practice and men-

tioned the city of Montreal, Canada, where some success in garbage disposal from a financial standpoint has been attained.

Professor Whipple felt that the day is not distant when the rate of growth of New York City will begin to decline, and that the financial problem would then overtop all others. He urged that systematic analyses be made of harbor waters on a permanent basis in order to know at all times just what conditions exist, and that meanwhile the City should continue to take advantage of the natural receptive conditions afforded by the harbor. He granted a probability that some relief works should be undertaken even now. Professor Whipple agreed with Dr. Soper as to the difficulty of the problem offered by the solid wastes, and urged a serious experimental study of it. He referred also to the general problem of pure air in public places. In summing up, he declared that the financial element must control and that the ultimate problem is to make a dollar buy as much health and comfort and beauty as possible.

Mr. Fetherston presented some figures as to the solid wastes which must be disposed of and described methods used heretofore, including those for snow removal. He declared the real need to be for funds, for executive action, competent engineering design, execution, and expert municipal operation of a complete utilization-disposal system.

Dr. Copeland told of the work that was being done to solve the garbage disposal problem, and urged upon engineers the duty of advising and co-operating in the solution.

Regular Meeting of Seattle Section

A regular meeting of the Seattle Section was called to order at 12:45 P. M. on December 6th, 1920, at the Masonic Club; Vice-President Carl H. Reeves in the chair; Bertram D. Dean, Secretary; and present, also, 17 members.

A communication from the City Council inviting the Local Section to appoint a representative on the Committee for the Revision of the Seattle Building Ordinance was read. Upon motion, duly seconded and carried, the Chair was instructed to appoint as representative Mr. John L. Hall.

A letter from the Dallas, Texas, Section regarding the alleged invasion of National Parks by water power interests was read. It was moved by Mr. Allison, seconded by Mr. C. A. Merriam, and carried, that this protest be opposed.

Application for the formation of a Student Chapter of the Society at the University of Washington was presented by Mr. C. C. Moore, and it was moved by Mr. J. C. Ralston that the Local Section approve this application, and respectfully urge the Parent Society to grant the petition, which is endorsed by two Corporate Members, Mr. Moore and Mr. Richardson. This motion was seconded and carried unanimously.

It was moved, duly seconded, and carried, that the Chair appoint a programme committee for the Annual Meeting of the Section to be held on January 31st, 1921. The Chair appointed Messrs. Phipps, Howes, and Dean.

Mr. Reeves then called on Mr. Ralston, of Spokane, Wash., for a report on the Columbia River project. Mr. Ralston gave an exceptionally clear statement of the recent activities of opposing interests in their efforts to becloud the issue, and to further their own ends.

Meeting of Cleveland Section, January 12th, 1921

Favorable responses from the Congressmen to whom letters have been addressed in regard to the defeat of the Smith Bill (H. R. 12 466) were read by Secretary George H. Tinker at the mid-day meeting of the Cleveland Section held at the Statler Hotel on January 12th, 1921, Vice-President A. V. Ruggles in the chair, and 22 members present.

A letter from the Secretaries of the four National Societies in reference to the publication of an official directory of members, or "Who's Who in Engineering" was read, and after an informal discussion, it was moved, seconded and carried that it was the sense of those present that such a publication would be of doubtful value.

115th Regular Meeting of the Colorado Section

At the 115th Regular Meeting of the Colorado Section held at the Shirley Hotel, Denver, Colo., on January 10th, 1921, 14 members and 1 guest present, a communication inviting the Section to meet with the Local Section of the American Society of Mechanical Engineers on January 25th, 1921, was read, and action was taken accepting the invitation.

Mr. Charles Williams, Chairman of the Committee appointed to investigate and make recommendations concerning the Smith Bill (H. R. 12 466) and the Federal Water Power Act, reported on the principal parts of the bill and presented a thorough discussion of its various provisions, concluding with resolutions submitted as embodying the recommendations of the Committee that the Smith Bill and Federal Water Power Act should be supported by the Section, and that all publicity practicable be given to this position of the Section. The subject was discussed by Messrs. Freeman and Weymouth, and it was moved, seconded and unanimously carried that the report of the Committee be accepted.

Secretary John S. Means reported briefly on his trip to New York City to attend a meeting of the Committee on External Relations of the Parent Society, and outlined the work done during the sessions of the Committee.

H. L. Thackwell, Assoc. M. Am. Soc. C. E., as the speaker of the evening, related his experience while engaged on a survey for the pipe line of the Anaconda Copper Company in Chile. Mr. Thackwell, by omitting dry technical detail, held the attention of the audience by an interesting account of his many personal observations and experiences touching on the living conditions of the natives, their occupations, habits and form of government, the climatic conditions and similar topics, both in Chile and Peru. The speaker showed his keen appreciation of the human side of engineering by frequent references to the traits of the laborers, and the best mode of handling them. Many pictures of the territory in which his work had been carried on were shown, after which a brief explanation of certain features of the design of the pipe line concluded the address.

Annual Meeting of the Portland, Ore., Section

The Annual Meeting of the Portland, Ore., Section was held at the University Club on January 14th, 1921; President J. C. Stevens in the chair; C. P. Keyser, Secretary; and present, also, 32 members and 1 guest.

The President announced that he had appointed Messrs. O. E. Stanley, D. W. Cole, Irving Worthington, Ben S. Morrow and H. A. Rands as delegates to the Oregon Irrigation Congress held in Portland, Ore., on January 7th and 8th, 1921.

A communication from the Secretaries of the Founder Societies requesting action by the Section in regard to the publication of "Who's Who in Engineering", was read; on motion, duly seconded and unanimously carried, the Portland Section went on record in opposition to the compiling of such a list.

The Secretary read a brief report in regard to the meetings of the Section, and the attendance during the past year. The retiring President reviewed the work of the Section during his tenure of office, and mentioned especially the formation of the Oregon Technical Council and the work accomplished by that organization.

The meeting then proceeded to the election of new officers, and the following were declared elected:

M. E. Reed, President; S. Murray, 1st Vice-President, to fill the vacancy created by the election of Mr. Reed; Ben S. Morrow, 2d Vice-President.

In accordance with a motion, duly seconded and carried, the Chair appointed Messrs. C. N. Bennett, U. S. Turner, and R. E. Koon as a Committee to investigate the treatment accorded O. E. Stanley, M. Am. Soc. C. E., as a result of the situation in regard to defective sewer construction, and report to the Section; any necessary expense incurred by the Committee is to be paid by the Section.

On motion, duly seconded and carried, the delegate of the Section to the Oregon Technical Council was instructed to bring the McCormick Bill before that body for action.

ENGINEERING SOCIETIES SERVICE BUREAU

Engineering Societies Service Bureau, established December 1st, 1918, as an activity of Engineering Council, is managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. The Bureau is co-operating with engineering organizations in all parts of the country. It is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register with this Bureau should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Service Bureau, First Floor, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings*, copy must be received on or before the first Wednesday of each month.

All communications should be addressed to Mr. Brown. Notices are not acknowledged by personal letter, and unless the applicant is otherwise advised his notice will be published in the earliest possible issue. Correspondence relating to replies to advertisements returned to the Bureau will be held for one month only.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE.

ENGINEER with considerable experience in industrial plant layout and design. Must have executive ability. Write fully, giving age, experience and salary expected. Location, Middle West. X–127.

CHIEF DRAFTSMAN for industrial plant design and layout, including locating and providing for all equipment. Give past experience, age and salary expected. Location, Middle West. X–139.

INSTRUCTORS: All engineers willing to consider teaching positions are invited to register with the Service Bureau, which has been called on to fill more positions, varying in grade from Laboratory Assistant to Heads of Departments in various engineering and technical schools of this country, than it has been able to fill from among the men now registered. Blanks for registration and information regarding the Bureau may be had by addressing Mr. Brown.

U. S. CIVIL SERVICE EXAMINATIONS

APPLY TO U. S. CIVIL SERVICE COMMISSION, WASHINGTON, D. C.

JUNIOR ENGINEER AND DECK OFFICER, U. S. Coast and Geodetic Survey, examination April 13th and 14th, 1921; entrance salary $2 000 per year, increased to $2 240 after one month if service is satisfactory. About 50 vacancies to be filled from eligibles resulting from this examination, after a probationary period of six months or more, including commissioned officers ranging from Ensign in the Navy, at about $2 500, to Captain at about $7 000 per year. Subjects and weights: (1) mathematics, including trigonometry, analytics, mechanics, and calculus, 15; (2) practical computations, 20; (3) modern language, 10; (4) astronomy, especially determination of latitude, longitude, time, and azimuth, and use of field instruments, 20; (5) physics—optics, magnetism, etc.—15; (6) surveying, plane and geodetic, 20. Time allowed, two days of six hours each: (1), (2), and (3) on the first day and (4), (5), and (6) on the second. Slide rule allowed and logarithmic tables furnished. Prerequisite: Graduation from college, university, or technical school of recognized standing with degree of B. S. in Civil Engineering, or C. E. Physical examination required, also photograph on day of examination.

ENGINEER, ASSISTANT ENGINEER, AND JUNIOR ENGINEER. Applications will be rated as received until July 1st, 1921, to fill vacancies in the Water Resources Branch of the Geological Survey, at salaries of $2 400 or over for Engineers, $1 800 to $2 340 for Assistant Engineers, and $1 440 to $1 740 for Junior Engineers; in addition, employees will be allowed expenses when on field duty, and appointees whose services are satisfactory may be allowed the bonus of $20 a month granted by Congress. Duties: Gauging streams, study and investigations of water supply, water utilization, and power, field investigations, writing and review of resulting reports. Candidates not required to report for examination at any place, but will be rated on the following subjects, which will have the relative weights indicated (ratings based on sworn statements in applications, and corroborative evidence): For Engineer and Assistant Engineer—general and technical education and training, 50, professional experience, 50; for Junior Engineer—surveying, 10, mathematics, 20, general hydraulics, 30, water-power engineering, 10, river hydraulics, 15, other training and experience, 15. Prerequisite: Graduation from an engineering

course of college or university of recognized standing; for Junior Engineer, senior students may later submit proof of actual graduation within three months from date of making oath to application.

MEN AVAILABLE.

CIVIL ENGINEER AND CONSTRUCTION MANAGER, at present completing construction of large industrial plant, having made a record in low cost and speed on reinforced concrete structures. Available about March 1st. Twenty-five years' experience in construction of industrial plants, buildings, railroads, sewers, and water works. CE–79.

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GRADUATE CIVIL ENGINEER, Assoc. M. Am. Soc. C. E., age 36, married. Fifteen years' experience design of bridges and buildings, steel and reinforced concrete piers, foundations, retaining walls, bins, etc. Recently Resident Engineer on large alteration job in New England. Highly recommended. New York City preferred. CE–80.

GENERAL MANAGER OR PLANT SUPERINTENDENT, age 40; graduate Civil Engineer; M. Am. Soc. C. E. Eighteen years' experience on field work, design, construction and operation of industrial plants and plant management. Has been unusually successful in organizing and operating manufacturing plants, and in getting results therefrom. At present in charge of large new plant in New York territory. Desires to make change to a connection in the Philadelphia district, with responsible company or individual, that will promise permanency and a future proportionate to results obtained. CE–81.

CIVIL ENGINEER, nine years' experience, B. S. in C. E. Railroad, industrial and municipal work; design, detailing and supervision of construction of reinforced concrete, steel, timber, and brick factories and warehouses; plant layout; all kinds of surveying, including accurate and underground. Jun. Am. Soc. C. E. CE–82.

ENGINEER AND CONSTRUCTOR, M. Am. Soc. C. E., age 44. Twenty-four years' experience as engineer, superintendent and executive in the United States, Alaska, Canal Zone and Peru, principally in charge of city improvements, river and harber improvements, dredging, hydro-electric construction, irrigation, shipbuilding, dams, buildings, etc. Speaks Spanish. CE–83.

ENGINEER AND SUPERINTENDENT, age 37; graduate C. E.; Assoc. M. Am. Soc. C. E.; married. Seventeen years' field and office work, including seven years in foreign service, municipal water supply, sewers, streets, railroad location and construction, port work, design and construction of dams, and design and operation of floating plant, desires connection with engineer or contracting company. CE–84.

CIVIL ENGINEER, age 33; married. Ten years' experience in structural and mechanical lines, including design and detail of coal handling and conveying plants and equipment, structural steel and sheet metal work for mill buildings, towers, trestles, breechings, etc. Also has had considerable experience in developing of warped surface and skewed connections, as well as checking, estimating, inspecting and field superintendence of work. Assoc. M. Am. Soc. C. E. New York City and vicinity preferred. CE–85.

CONSTRUCTION ENGINEER, Seventeen years in charge of construction, railways, tunnels, docks and piers, steel tanks and pipe lines, reinforced concrete construction, industrial plant erection, investigations, estimates and reports. Some knowledge of Spanish. Interview solicited. CE–86.

EXECUTIVE ENGINEER, age 38, possessing tact, business judgment, initiative. Fifteen years' experience in engineering and contracting on tunnels, railroads, subways, reinforced concrete structures, public utilities, piers, docks, buildings, highways and foundations. Initial salary subordinate to right kind of responsible connection. Now available. Go anywhere, but New York City location desired. CE–87.

ENGINEER, age 33; with executive ability. Married; Assoc. M. Am. Soc. C. E. Thirteen years' experience in design, dredging surveys and superintendency, the latter for Turner Construction Company. Desires position, reinforced concrete work preferred. CE–88.

CIVIL ENGINEER, age 28; Assoc. M. Am. Soc. C. E.; Member American Concrete Institute. Capable executive. Experience includes surveys; architectural, reinforced concrete and structural design of buildings; design and construction of sewers, sewage disposal works and highway bridges; city planning; highway construction and maintenance; research, tests and reports. Recently Capt. Engrs., U. S. A. Was Asst. Plant Manager and Asst. Chief Engineer of rolling mill. Seven years' active practice; three years in responsible charge. Desires connection with engineering, contracting or manufacturing company, preferably in the vicinity of Philadelphia. CE–89.

MEMBER AM. SOC. C. E. AND AM. INST. M. E. desires executive position. Age 33; married. Graduate Civil Engineer, 1910. Experience as general engineer, administrative, commercial, foreign developments and negotiations. Has traveled throughout world, principally in Far East and South America. Would consider investing in business. Open for all or part time. Eastern interview. Salary and references in conference. CE–90.

ASSOCIATE MEMBER AM. SOC. C. E., age 37; married, holding B. S. and C. E. degrees. Thoroughly experienced in railroad location, construction, and maintenance and in all phases of structural designing, a specialist in layouts and designs of industrial buildings. Now employed; desires satisfactory engagement with New York firm. CE–91.

MEMBER AM. SOC. C. E. sixteen years; Member American Railway Engineering Association fourteen years. Broad technical experience and latterly, financial and technical experience; over two years in France in Engr. Corps, U. S. A., holding highly responsible technical-appraisal position involving disbursements of millions of francs;

especially valuable to a corporation in a position requiring a combination of financial and technical ability. Highest references. CE–92.

GRADUATE CIVIL ENGINEER, age 34; single. Assoc. M. Am. Soc. C. E. Nine years' experience in field engineering covering railways, highways, dock and building construction. Six years with Panama Canal. Two years 1st Lt., Corps of Engineers, U. S. A. Six months' surveys in South America. Excellent references. Speaks Spanish, and available at once to go anywhere. CE–93.

CIVIL ENGINEER, technical graduate, age 39. Assoc. M. Am. Soc. C. E. Fourteen years' experience, four in the tropics. Capable of designing and erecting reinforced concrete or structural steel structures, dams, sewer and water systems. Prefer work connected with hydro-electric development. Available at once to go anywhere. CE–94.

CONTRACTOR'S ENGINEER; graduate. Two years' experience as superintendent concrete construction; three years on design of concrete and steel structures; three years as chief estimator and solicitor, building contractor; two years estimator and sub-contract man for large building contractor. Experience on all types of buildings and construction. Assoc. M. Am. Soc. C. E. CE–95.

CONSTRUCTION AND STRUCTURAL ENGINEER, age 43; married. M. Am. Soc. C. E. Twenty-five years' experience; six years on design, balance on construction of subways, sewers, structural steel and reinforced concrete structures, and appraisal work. Has had responsible charge of large construction. Good organizer and executive. Prefer Eastern states. CE–96.

CONSTRUCTION ENGINEER. Sixteen years' experience in all classes of construction work, including executive positions in the field and office. Three years Capt., Constr. Div., U. S. Army. CE–97.

ENGINEER AND CONSTRUCTOR. Eleven years' experience as construction engineer and superintendent on hydraulic, municipal and highway construction. Michigan graduate. Capable executive. Recently Assistant Division Engineer on large flood protection project. Open for immediate engagement with engineering or contracting company offering responsibility. Mid-western interview. CE–98.

CONSTRUCTION ENGINEER, graduate C. E.; married. Assoc. M. Am. Soc. C. E. Twelve years' experience power house construction, foundations, sub-aqueous work, retaining walls, layouts and design. Installation of mechanical apparatus. Available at once. Desires position in responsible charge of work. CE–99.

EXAMINATIONS FOR ENGINEERS' LICENSES

For the convenience of the membership, abstracts of the examination requirements of all States in which engineers are now required to obtain licenses before being allowed to practice, together with the addresses of the officers to whom application must be made, are repeated from the complete abstracts of the various laws now in force, as published in the October, 1920, *Proceedings,* as follows:

Colorado.—Each candidate is examined in that branch of engineering in which he is proficient, as set forth in his application. The Board conducts the examination in such manner as it deems best suited to determine the fitness of candidates, and it may summon any licensed engineer to assist in preparing for and in conducting examinations. Fee for examination is $10.00, for license certificate $5.00, and for renewal certificate, $5.00 annually. Application for examination is made to State Engineer, Secretary, State Board of Engineer Examiners, Denver, Colo.

Florida.—The Board has ruled that examinations may consist of the applicant's sworn statement of professional education and experience in responsible charge of engineering work. If this statement is not complete or qualifying, the Board may summon the applicant to appear for further examination, and investigate his record of professional service. Examinations may be either oral, or partly oral and partly written. Fee for examination is $15.00, for certificate of registration $10.00 additional, for registration without examination $25.00, and for renewal of certificate, $5.00 annually. Application for examination is made to the Secretary, State Board of Engineering Examiners, 215 East Bay Street, Jacksonville, Fla.

Idaho.—Examinations are held semi-annually in the State Capitol, Boise, Idaho, beginning at 9 A. M., the second Tuesday of March and September. Application must be received 10 days before the date of examination. Fee for residents is $10.00, for non-residents $25.00, for renewal, $2.00 annually. Application for a Certificate of Registration is made to the Department of Law Enforcement, Boise, Idaho, in writing under oath in such form and accompanied by such proof of the applicant's fitness to practice as the Department may from time to time prescribe. Must be accompanied by an unmounted photograph taken within a year.

Illinois.—Structural engineer's examinations include written and oral tests, and embrace subjects normally taught in schools of structural engineering. They occupy three days and cover theoretical and applied mechanics, definitions, general engineering knowledge, stress analysis, static and moving loads, design and construction in reinforced concrete, steel, wood, masonry, and foundations. Fee for examination $10.00, for certificate of registration $5.00, for examination to determine preliminary education $5.00, for restoration of an expired certificate $5.00, for renewal of certificate $1.00 annually, for certificate to those who hold a like certificate from another State or country, $15.00. Application for certificate is made upon prescribed blanks to the Department of Registration and Education, Springfield, Ill.

Iowa.—Examinations are required as prescribed by the Board. Fee for examination $15.00, for certificate of registration $10.00 additional, for certificate

without examination to person registered in another State, $10.00. Application for examination is made to the State Board of Engineering Examiners, Box 923. Des Moines, Iowa.

Louisiana.—Examinations are required of all who are not graduates of an engineering college or school of good standing. Examination for surveying covers geometry, plane trigonometry, plane surveying and practical use of instruments; for engineering, covers in addition, physics, including practical problems in design and construction. Fee for examination $25.00, for registration by diploma $25.00, for registration of holder of license from another State $15.00, for issuing license certificate $1.00, engineering renewal license $3.00 annually; surveying renewal license $1.00 annually. Application for license or examination is made to the State Board of Engineering Examiners, Maison Blanche Building Annex, New Orleans, La.

Michigan.—Examinations are required of all who desire to begin the practice of architecture, engineering or surveying as principal or in responsible charge, except those from other States, and include English language and other appropriate subjects. Fee for examination $5.00, for certificate of registration $15.00 additional, for certificate of registration without examination $20.00, for renewal of certificate $5.00 every five years. Application for examination is made to the State Board of Examiners for the Registration of Architects, Engineers, and Surveyors, 80 Griswold St., Detroit, Mich.

New York.—Present practitioners must obtain licenses before May 14th, 1922. If evidence presented in the application does not appear to the Board to be conclusive or warranting issuance of a certificate, applicant may present further evidence, which may include the result of a required examination. Fee for certificate to practice engineering or land surveying $25.00, for certificate to practice both engineering and land surveying $35.00; no provision for renewals. Application for certificate must be made on a prescribed form to Regents of the University of the State of New York, Albany, N. Y.

Oregon.—Examinations may be either oral or partly oral and partly written. Fee for examinations $10.00, for certificate of registration $5.00 additional, for certificate of registration without examination $15.00. Application for examination is made to the Secretary, State Board of Engineering Examiners, Corbett Building, Portland, Ore.

Virginia.—Examinations are required of all applicants except those from other States, as prescribed. They are held at least once each year at Richmond, Va., and at such other places and times as the Board may designate. Fee for each examination $20.00. Application for examination is made to the State Board of Examination and Certification of Architects, Professional Engineers, and Land Surveyors, Richmond, Va. Registration is optional; present practitioners are not limited as to time within which to register.

Wyoming.—Examinations are required of all applicants except those licensed under previous Acts, and consist of a written examination and an investigation by the Board of record, training, and experience. Fee for examination $10.00, for certificate of license without examination $5.00. Application for examination is made to the State Board of Examining Engineers, Cheyenne, Wyo.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

March 2d, 1921.—8.00 P. M.—A regular business meeting will be held, the programme for which will be announced later.

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes announced by the New York Section* are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

ANNUAL CONVENTION

The Fifty-first Annual Convention of the Society will be held at Houston, Tex., from April 27th to 29th, 1921, inclusive.

The general arrangements for the Convention are in the hands of the following Committees:

Committee of the Board of Direction

George G. Anderson, *Chairman*,

Edward E. Wall, Frank T. Darrow.

Local Committee.

J. H. Brillhart, *Chairman*,

E. B. Cushing, E. G. Maclay,
J. M. Howe, J. C. McVea,
Henry F. Jonas, E. E. Sands,
M. J. Sullivan.

A circular giving information as to the general programme, transportation, hotel rates, etc., will be issued later.

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* *Proceedings*, Am. Soc. C. E., November, 1920, p. 868.

REGULATIONS FOR STUDENT CHAPTERS

1.—A Student Chapter in affiliation with the American Society of Civil Engineers, composed of students of schools of engineering of recognized reputation, may be organized upon favorable vote by the Board of Direction. The name of such an affiliated society shall be "The..........................* Student Chapter of the American Society of Civil Engineers."

2.—The qualifications required of a proposed Student Chapter shall include:

(*a*).—An organization of students in an engineering school of high standing;

(*b*).—The endorsement of the application by the head of the civil engineering department;

(*c*).—A minimum membership of twenty students.

3.—Each Student Chapter shall establish its own rules of government and procedure, which shall conform with any regulations which may be formulated by the American Society of Civil Engineers. It is also intended that each Student Chapter shall control the occurrence and character of its own meetings; but the American Society of Civil Engineers desires especially to aid in promoting the success and value of student chapters by frequent consultations and advice, as well as by arranging for speakers, on request, whose addresses will broadly supplement the class-work of the members. Each Student Chapter is authorized to communicate direct with the Local Section or local members in whose territory it is situated, to arrange for speakers and for other co-operation.

4.—Each Student Chapter shall submit an annual report, not later than the last day of December of each year, which shall include

(*a*).—A summary statement of the meetings held during the calendar year; giving the date of each, the attendance, the principal speaker and his subject, and other pertinent information;

(*b*).—Names of the officers, and of the members by classes, at the date of the report.

5.—Any address or paper read before a Student Chapter may be offered for publication to the American Society of Civil Engineers under the general provisions established for this procedure, and shall be submitted to the Board of Direction when requested by the said Board or when such Chapter desires to publish it in a local journal or elsewhere; it being understood that the privilege of priority in publications exists in the American Society of Civil Engineers, though the Society claims no exclusive copyright upon such papers.

6.—The annual dues of each Student Chapter shall be $10.00 per year, which, under provisions approved by the Board of Direction, shall entitle it to the following:

(*a*).—A copy of each issue of the *Proceedings* of the American Society of Civil Engineers and of all papers;

(*b*).—The opportunity to publish notices of its chapter activities, etc., in publications of the American Society of Civil Engineers;

* Insert the name of the educational institution at which the particular student chapter is situated; for example, "Stanford University".

(*c*).—The active co-operation of the American Society of Civil Engineers in advancing the interests of each Student Chapter by contributing (from its organization, membership, and experience) such service as may be mutually arranged.

The annual dues shall apply to the current fiscal year and shall be payable in advance, due January 1st. The Secretary of the American Society of Civil Engineers shall send out bills for dues each December for the following year. Student Chapters admitted on or after July 1st of each year shall pay $5.00 only for the balance of the current fiscal year.

7.—Among the privileges offered to the members of Student Chapters are:

(*a*).—Individual subscription to the *Proceedings* of the American Society of Civil Engineers at a special price of $3.00 per year;

(*b*).—To receive at cost, on request, copies of such separate papers as may be printed in pamphlet form;

(*c*).—To use on all official stationery the special official emblem, prescribed in Section 8;

(*d*).—A membership card, of special design, prescribed in Section 9, to be issued annually;

(*e*).—The right to attend the meetings and accompany inspection trips and excursions arranged for members of the American Society of Civil Engineers;

(*f*).—Provision for the publication of requests for summer employment during the college course, or for permanent engagement after graduation, on such terms as the Board of Direction may prescribe; and

(*g*).—The opportunity to hear, on special occasions, speakers whose personal experiences qualify them to speak with authority upon the many questions which are of particular importance to the student during his college course.

8.—The official emblem for stationery for Student Chapters shall be in strict accord with a standard design, as prescribed by the Board of Direction.

9.—The membership cards shall be supplied and signed by the Secretary of the American Society of Civil Engineers, in accordance with official annual lists furnished by the Secretaries of the Student Chapters.

10.—Applications for admission of Student Chapters to the American Society of Civil Engineers shall be in the following form:

....
(*Place.*)

....
(*Date.*)

"To the Board of Direction,
American Society of Civil Engineers.

"Gentlemen: The..............................hereby make application for affiliation with the American Society of Civil Engineers as a Student Chapter under the terms prescribed by the Board of Direction.

"In regard to the qualifications required of a proposed Student Chapter, we submit the following.

"(*a*).—This...............is composed of...........................
(Seniors, Juniors, Sophomores, Freshmen.)
.... It was organized..........................
(Date.)

"(*b*).—Our application for affiliation is herewith endorsed by...........
..............., Head of the Department of Civil Engineering.

"(*c*).—There are at present.........active members of this organization.
(Number.)

Respectfully yours,

....
Secretary.

"Endorsed:

....
"Head of Civil Engineering Department,

....
"Name of Educational Institution."

11.—A Student Chapter may be disbanded upon the approval of the Board of Direction provided its annual dues for the current calendar year have been paid. The Board of Direction may discontinue a Student Chapter if its annual dues are not paid promptly, or if it becomes inactive, or if its continuance is considered not for the best interest of the Society.

RULES ADOPTED BY THE BOARD OF DIRECTION FOR THE USE OF THE ADDRESSOGRAPH AND MAILING LIST OF THE SOCIETY

The following rules were adopted by the Board of Direction at its meeting of November 9th, 1920, for the use of the Addressograph and Mailing List of the Society:

1.—The Addressograph shall be used by the Secretary only in the routine of the issuance of Society matter and for the issuance of notices of joint meetings of this and other societies.

2.—The Mailing List shall be furnished by the Secretary:

(*a*) To Local Sections of the Society free of charge for legitimate use by them in relation to Society matters, and

(*b*) To individual members of the Society at cost price for their communication with the membership regarding Society affairs.

3.—Neither Mailing List nor the use of the Addressograph shall be furnished to any one for commercial or advertising purposes.

4.—In the difficulty of prescribing rules to cover each case that may arise in the future, the Secretary is authorized to use his discretion regarding each application as to whether it is in accordance with the spirit of the rules here outlined.

5.—These rules shall be published in the *Proceedings* of the Society so that all members may have an equal chance to avail themselves of the advantages of the use of the Mailing List.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1920.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper, and the discussions and closure distributed in pamphlet form.

All manuscript submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication and with the paper in the volumes of *Transactions*.

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 35 of the Year Book for 1920.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section, Organized 1905.

M. M. O'Shaughnessy, President; Nathan A. Bowers, Secretary-Treasurer, 531 Rialto Building, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section, Organized 1908.

Oliver T. Reedy, President; John S. Means, Secretary-Treasurer, 1574 Marion Street, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section, Organized 1912.

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the last Monday of each month, at 12.30 P. M., to which visiting members of the Society are welcome.

Baltimore Section, Organized 1914.

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section, Organized 1921.

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section, Organized 1921.

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Cincinnati Section, Organized 1920.

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 9 East Third Street, Cincinnati, Ohio.

Cleveland Section, Organized 1914.

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the Rooms of the Cleveland Engineering Society, Hotel Statler. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section, Organized 1919.

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section, Organized 1916.

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section, Organized 1916.

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 719 Fifteenth Street, N. W., Washington, D. C.

Duluth Section, Organized 1917.

W. A. Clark, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section, Organized 1916.

A. F. Reichmann, President; W. D. Gerber, Secretary-Treasurer, 913 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section, Organized 1920.

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Louisiana Section, Organized 1914.

A. T. Dusenbury, President; Eugene F. Deléry, Secretary, 602 Sewerage and Water Board Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nebraska Section, Organized 1917.

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section, Organized 1920.

William J. Wilgus, President; W. T. Chevalier, Secretary, 17 Battery Place, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section, Organized 1914.

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Ave., St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Philadelphia Section, Organized 1913.

John Meigs, President; Henry T. Shelley, Secretary, 416 City Hall, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held, at times announced in advance.

Pittsburgh Section, Organized 1917.

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 426 City-County Building, Pittsburgh, Pa.

Portland (Ore.) Section, Organized 1913.

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held on the third Friday of each month; the Annual Meeting is held on the second Friday in January. Members of the Society are cordially invited to attend.

Providence (R. I.) Section, Organized 1920.

Sydney Wilmot, Chairman; Howard W. Congdon, Secretary-Treasurer, Care Providence Steel and Iron Company, Providence, R. I.

St. Louis Section, Organized 1888 (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section, Organized 1915.

George Cromwell, President; R. C. Wueste, Secretary-Treasurer, Bonita, Cal.

The San Diego Section of the American Society of Civil Engineers meets on announcement. Pilgrimages to points of engineering interest are made at intervals throughout the year.

Seattle Section, Organized 1913.

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1711 Ravenna Boulevard, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. Informal luncheons are also held at 12.15 P. M., every Monday at the Engineers' Club. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Southern California Section, Organized 1914.

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Spokane Section, Organized 1914.

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Regular meetings are held on the second Friday of each month, except July and August.

Texas Section, Organized 1913.

J. H. Brillhart, President; E. N. Noyes, Secretary, 311 Deere Building, Dallas, Tex.

Utah Section, Organized 1916.

A. B. Villadsen, President, 304 Dooly Bldg., Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the President.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

Clinton H. Wood, President; H. J. Miller, Secretary of Section I; Alvord C. Stutson, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

E. C. Larson, President; T. W. Broughton, Secretary, Rensselaer Polytechnic Institute, Troy, N. Y.

Drexel Institute Student Chapter, Organized 1920.

Miles N. Clair, Acting Chairman; C. V. Nishwitz, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

Rutgers College Student Chapter, Organized 1921.

Arthur E. Hilliard, Secretary, Rutgers College, New Brunswick, N. J.

Stanford University Student Chapter, Organized 1920.

R. L. Wing, President; F. L. Adams, Corresponding Secretary, Stanford University, Cal.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

University of Colorado Civil Engineering Student Chapter, Organized 1920.

W. C. Peterson, President; E. S. Huntington, Secretary, University of Colorado, Boulder, Colo.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Pennsylvania Student Chapter, Organized 1920.

Ashby B. Paul, President; Robert Beatty, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

W. E. Marshall, President; Paul H. Young, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

Ralph S. Windrow, President; Luis Tinoco, Secretary, University of Texas, Austin, Tex.

University of Wisconsin Civil Engineering Society Student Chapter, Organized 1921.

I. I. Rotter, President; Harold E. Crider, Secretary, University of Wisconsin, Madison, Wis.

Washington University Collimation Club Student Chapter, Organized 1920.

Harold T. Smeltz, President; Raymond Schuermann, Secretary, Washington University, St. Louis, Mo.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 42 and 43 of the Year Book of the Society for 1920.

The Engineering Societies of Wisconsin, Madison, Wis., Vereeniging van Waterstaatsingenieurs in Nederlansch Oost-Indie, and American Society of Safety Engineers, of New York City, are to be added to the above mentioned list, and members of these Societies are accorded the usual courtesies and privileges of the Headquarters of the Society.

ANNUAL REPORT OF THE BOARD OF DIRECTION FOR THE YEAR ENDING DECEMBER 31st, 1920.

In compliance with the Constitution, the Board of Direction presents its report for the year ending December 31st, 1920.

MEMBERSHIP

The changes in membership are shown in the following table:

	Jan. 1st, 1920.			Jan. 1st, 1921.			Losses.				Additions.		Totals.		
	Resident.	Non-Resident.	Total.	Resident.	Non-Resident.	Total.	Transfer.	Resignation.	Dropped.	Death.	Transfer.	Election.	Loss.	Gain.	Increase.
Honorary Members	.....	3	3	.....	3	3	....	....	...	...	.....	.....	....	....	...
Corresponding "	.....	1	1	.....	.....	.....	....	....	...	1	.....	.....	1	....	§1
Members	762	3 232	3 994	780	3 464	4 244	....	9	48	73	*213	‡167	130	380	250
Associate Members	694	4 015	4 709	738	4 289	5 027	211	28	153	14	†124	‖600	406	724	318
Associates	65	104	169	65	110	175	4	1	3	1	.....	15	9	15	6
Juniors	116	406	522	86	362	448	122	5	50	2	.....	¶105	179	105	§74
Fellows	.....	10	10	5	5	10	....	....	...	..	.....	.....	....	....	..
Totals	1 637	7 771	9 408	1 674	8 233	9 907	337	**43	254	91	337	887	725	1224	499

* 211 Associate Members, 1 Associate, 1 Junior.
† 3 Associates, 121 Juniors.
‡ 4 Reinstatements.
‖ 9 Reinstatements.
¶ 1 Reinstatement.
§ Decrease.

**In the table 43 resignations are noted. There are in addition, 79 resignations which have been received but which have not yet been accepted by the Board of Direction.

The net increase in membership for the year is 499. This increase would have been much greater had not an abnormal number been dropped for non-payment of dues, 255 as against 36 the previous year. This action of the Board is not as drastic as would appear on the surface since in the last few years a large number of members greatly in arrears of dues had been carried on the rolls to give them a chance to recover financially from the adverse war conditions that had obtained.

The diagram on the following page shows the growth of the membership of the Society since 1871.

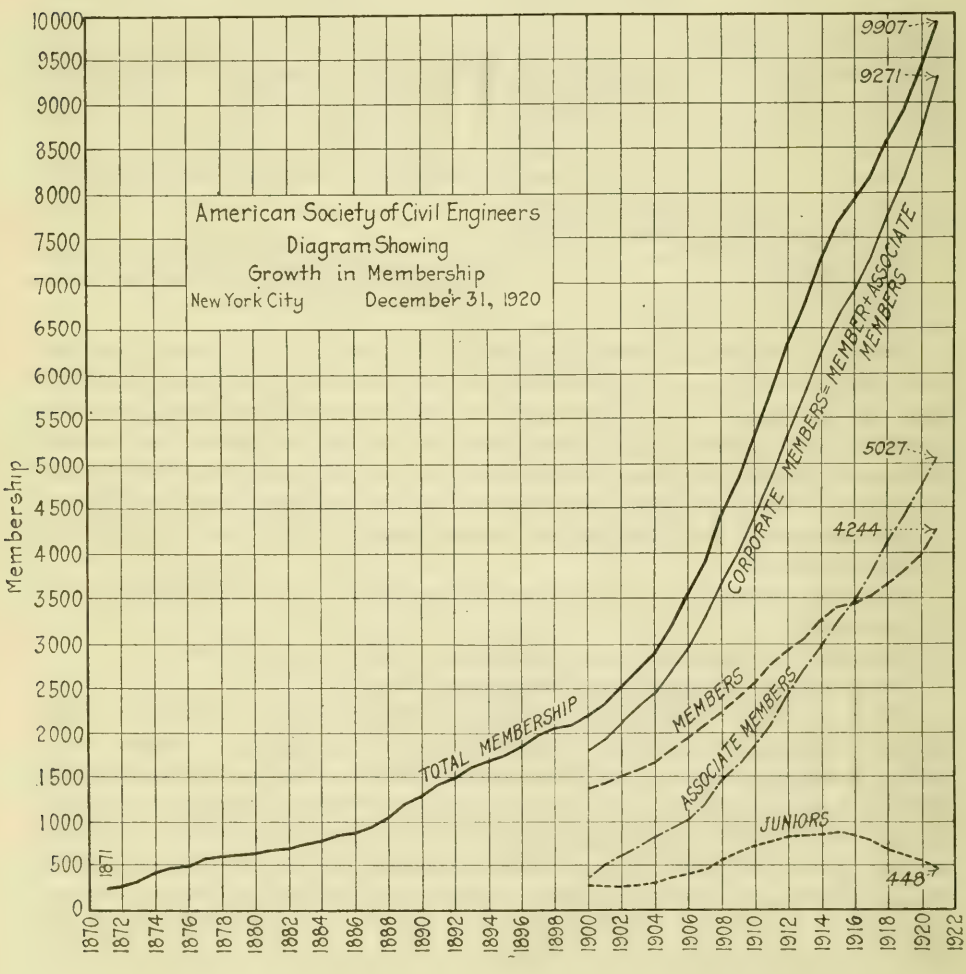
The total number of applications received has been 1 285: 960 for admission and 325 for transfer.

The losses by death during the year number 91, and are as follows:

Corresponding Members (1): Charles Otto Gleim.

Members (73): Charles Aldo Alderman, Rafael Alvarez Salas, John Abiel Atwood, Ward Baldwin, Robert Bunker Coleman Bement, John Bogart, Maximilian Ferdinand Bonzano, William Maxwell Brown, George Barker Burbank, William Ashburner Cattell, George Lyon Christian, William Watson Coe, Joseph Hooker Cunningham, George Elvin Datesman, Joseph Baker Davis, Hubbard Moylan Feild, William Pierson Field, Theodore Boyden Ford, Frank Louis Fuller, Christopher Lawrence Gates, Charles Allyn Gilchrist, Charles Emerson Gregory, Homer Hamlin, Andrew Christian Hansen, Frederick Thomas Hatch, Herbert Watson Hatton, George Blagden Hazlehurst, Henry Addison Hickok,

Edward Henry Holden, Robert Parsons Howell, Isaac Wendell Hubbard, Joseph Moss Knap, Richard Lamb, John Langton, Louis Julian Le Conte, Frederick William Lehnartz, George Leighton, Thomas Hooker Loomis, Archibald Byron Lueder, Alexander McClure Lupfer, Charles Joseph McDonough, Albon Platt Man, William Harley Moore, George Sullivan Morrill, Orlando Whitney Norcross, Philip à Morley Parker, Henry Cuyler Parsons, Arsène Perrilliat, Robert Winthrop Pratt, Isham Randolph, Alfred Raymond, George Staples Rice, Augustus Valentine Saph, David Chauncey Shepard, Charles William Smith, Edwin Foster Smith, Edmund Gybbon Spilsbury, Robert Parker Staats, Charles Russell Suter, Edwin Thacher, Chester Ashley Thomas, Ellis Dunn Thompson, Samuel Clarence Thompson, William Martin Torrance, Beverly Reid Value, Edgar Beach Van Winkle, George Washington Vaughan, Louis Bertrand Vaughan, Charles Edward Webster, Charles Austin Wentworth, George Weston, Paul Ludwig Wolfel, Willis Benton Wright.



Associate Members (14): Wilbur Vick Banister, Reginald Gillon Christophers, William Henry Dietrich, Thomas Pengelly Ellis, Erskine Hazard, George Merrick Herron, John Lewis Hildreth, Jr., Charles Clayton Huff, Frank Elmer King, Frank Edgar Osborn, Ambrose Packard, Ray Rolph Palmer, James Hilton Sherman, Harold Tait.

Associates (1): George Wellman Parsons.

Juniors (2): Harold Laselle Fiske, James Taylor Landreth.

The death of William Lyon Browne, M. Am. Soc. C. E., on November 24th, 1919, is also here recorded.

LIBRARY

The Engineering Societies Library received during 1920, a total of 2 337 volumes (1 081 by gift, 1 256 by purchase), 1 304 pamphlets (1 174 by gift, 130 by purchase), and 244 maps and plans, making a total of 153 320 now in the permanent collection.

Expenditures for the work of the Library amounted to about $26 000. The total attendance for the year was 23 788. The attendance after 6 P. M. was 4 871. The average daily attendance was 78.

The work of reclassifying and recataloguing is proceeding steadily. During the last year 24 272 volumes have been catalogued, and 48 957 cards have been prepared and added to the catalogue.

The Service Bureau received from searches, translations, etc., about $24 000. It made during the year 512 searches and copies of searches and 113 translations, totaling 352 970 words. The photostat has been in constant use and has turned out 35 904 prints.

During the year a Special Committee was appointed by the Library Board of the United Engineering Society, to increase the endowment of the Library. This Committee, under the chairmanship of Robert A. Cummings, M. Am. Soc. C. E., is actively engaged in this work. It is hoped that sufficient funds may be collected to place the Library on a firm financial foundation, which will permit a substantial enlargement of its service to members.

READING ROOM

The Reading Room of the Society was open 306 days from 9 A. M. to 6 P. M., and from 7 to 10 P. M. There was an attendance of 4 118, a daily average of about 14. A number of changes in the Reading Room, during the past year, were made by the Library Committee with the view of enhancing its usefulness.

The list of references to current engineering literature which is prepared by the assistants in the Reading Room required 89 pages and contained 3 802 classified references to 92 periodicals. Practically all the French and German periodicals which were not obtainable during the World War, have been restored to the list.

EMPLOYMENT SERVICE

The Engineering Societies Service Bureau has been conducted jointly by the Secretaries of the four Founder Societies. Its work has been administered at a total cost to the four Societies of $12 431.66. This service has been rendered free of charge to members of the Founder Societies as well as to non-members who

were introduced by members. The success of the effort is indicated by the following tabulation:

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Number of men registered......	210	174	309	159	179	178	156	158	210	181	185	199	2 171
Number placed including those not registered..	138	93	119	96	139	144	135	132	162	174	144	103	1 579

COMMITTEES

There exist at present four Special Committees appointed to report on engineering subjects, namely, To Codify Present Practice on the Bearing Value of Soils for Foundations; Stresses in Railroad Track; Highway Engineering; and Bridge Design and Construction.

Since the last report the Special Committee on Regulation of Water Rights has been discharged.

The Special Committee to Consider and Recommend for Adoption a Specification for Bridge Design and Construction was authorized by a meeting of the Board of Direction held August 9th, 1920. It has been organized with an initial membership of nine.

The Board has also authorized a Special Committee on Research comprised respectively of the Chairmen of the Special Committees on Stresses in Railroad Track, Bearing Value of Soils for Foundations, and Bridge Design and Construction.

In addition to these Special Committees on engineering subjects, the Board, in accordance with the request of the Annual Convention, appointed a Committee to Consider Certain Proposed Amendments to the Constitution which were referred to a committee by the Annual Convention. This Committee was also empowered to suggest such further amendments as it might consider advisable. The Committee has been very active, and will present a report to the January Board meeting.

At the November 9th, 1920, meeting of the Board of Direction a Committee of Corporate Members was "appointed to consider and make recommendations to the Board on or before January 1st, 1921, of its suggestions for determining and governing the external relations of this Society with other engineering societies". There was also appointed a Committee consisting of all the living Past-Presidents of the Society, which Committee was requested to subsequently review and transmit to the Board the said Report of the Committee of Corporate Members, and taking cognizance of the history of the Society for the last three years, to give the Board the benefit of its advice.

PUBLICATIONS

Toward the middle of the year there came to the Society a threatened crisis in the handling of the publications. Printers' wages had been increased 21% over the prevailing rates of the preceding year. The price of paper had gone up 67% within six months. In addition to these increased prices of labor and materials,

there was an actual scarcity of paper and a printer's strike impending, all of which rendered it doubtful whether the publication of *Proceedings* might not be completely interrupted.

Under these conditions it seemed the part of wisdom to resort to some plan of economy whereby the publication of papers and discussions twice—once in *Proceedings* and once in *Transactions*—might be avoided.

Several schemes were evolved and after careful consideration it was decided to adopt at least as a temporary measure the method of publication which has obtained beginning with the August number of *Proceedings* and which method involved the following novel features:

1. The increase in width of type page from 4 in. to 4¾ in.
2. The adoption of a 9-point on 11-point slug type.
3. The publishing of papers by abstract in *Proceedings,* with an order blank to be filled out by those members desiring the papers which were printed in full as separate pamphlets.

This plan has effected a saving to the Society of approximately $6 500 during the half year as compared with what the similar cost would have been had the former style been retained, and what is even more important its adoption safeguarded the publications at a critical period.

Now, with the better outlook for the future both as to industrial conditions and the Society's income, there will exist for the incoming Board of Direction a less restricted choice in the determination of its policy and programme for publications.

During the year there have been issued ten numbers of *Proceedings,* and one Year Book. Carrying out the new plan for *Proceedings,* there have also been issued separately 66 pamphlets, *viz.,* 8 papers, 18 discussions, 38 memoirs, and 2 pamphlets containing Book Notices and the Current Engineering Index.

Volume LXXXIII of *Transactions,* dated 1919-1920, the publication of which was authorized by the Board of Direction at its meeting of April 19th, 1920, is practically all in the hands of the printers and will probably be issued to the membership early in 1921. The volume will contain approximately 2 450 pages of printed matter.

The stock of the various publications of the Society kept on hand for the convenience of members and others now amounts to 157 059 copies, the cost of which to the Society, for paper and press work only, has been $23 443.97.

SUMMARY OF PUBLICATIONS FOR 1920.

	Issues.	Average edition.	Total pages.	Plates.	Cuts.
Proceedings (monthly numbers)	10	10 142	2 014	10	260
Pamphlets (Papers, Discussions, Memoirs, Society Affairs)	66	300	688	2	145
Year Book	1	10 000	365	1	...
Total	77	....	3 067	13	405

The cost of publications, as determined by the bills actually paid during the year, has been:

For Paper, Printing, etc., *Proceedings*	$23 446.34
For Paper, Printing, etc., of 24 375 Extra Copies of Papers, Discussions, Memoirs, Technical Lists	3 811.40
For 5 400 Extra Copies of Separate Papers for *Transactions*, Vol. LXXXIII	1 268.11
For Plates and Cuts	2 552.27
For Copyright and Sundry Expenses	67.82
For Year Book	7 545.36
For *Transactions*, Vol. LXXXIII (on account)	10 000.00
For Balance on 1919 Printer's Bill	585.09
Total	$49 276.39
Deduct amount received from sale of publications	3 967.38
Net expenditure for publications for 1920	$45 309.01

MEETINGS

Nineteen meetings were held during the year as follows: At the Annual Meeting 1; at the Annual Convention 3; and 15 other meetings all of which were held at Society Headquarters in the Engineering Societies Building.

At these meetings there were presented 9 formal papers; 5 of which were illustrated with lantern slides and 1 by motion pictures, 5 lectures and addresses, all of which were illustrated with lantern slides, and 3 informal discussions one of which was illustrated with lantern slides. The number of members and others who took part in the preparation and discussions of these papers, lectures, addresses, and informal discussions was 149.

At its meeting on August 9th, 1920, the Board of Direction authorized the Acting Secretary to make an arrangement with the New York Section whereby the latter has taken over the second meeting of the month to which all members of the Society, whether they are members of the Section or not, are invited. These second meetings for October, November, and December, therefore, have been held under the auspices of the New York Section and have been devoted to informal discussions of various engineering problems of the Metropolitan District.

The addresses, lectures, and informal discussions at the regular meetings of the Society, were as follows:

January 7th, 1920, "Military Maps, with Special Reference to the Application of Aerial Photography to Map-Making," by John P. Hogan, M. Am. Soc. C. E.

February 18th, 1920, "Human Elements in Modern Industrial Management", by Thomas C. Desmond, Assoc. M. Am. Soc. C. E.*

March 17th, 1920, "The Nation-Wide Demand for Improved Highways": An Informal Discussion.

May 19th, 1920, "The Different Side of South America as Seen by an Engineer", by Albert A. Northrop, M. Am. Soc. C. E.

* Now M. Am. Soc. C. E.

August 11th, 1920, "The Lure of the Northwest", by Frank Branch Riley.

September 1st, 1920, An Informal Discussion on the Proposed Amendments to the Constitution of the Society and on the Question Whether the Society Should Join the Federated American Engineering Societies as a Charter Member.

September 15, 1920, "Some Recent Engineering Developments in China and the Far East", by John R. Freeman, M. Am. Soc. C. E.

December 1st, 1920, "The Proposed Removal of High Bridge": An Informal Discussion.

The Annual Convention was held in Portland, Ore., from August 10th to 12th, 1920, inclusive.

The total attendance at the 20 meetings was about 3 745. The registered attendance at the Annual Meeting was 923, and at the Annual Convention 182.

MEDALS AND PRIZES

For the year ending July, 1919, prizes were awarded as follows:

The Norman Medal to William Barclay Parsons, M. Am. Soc. C. E., for his paper entitled "The Cape Cod Canal".

The J. James R. Croes Medal to D. B. Steinman, Assoc. M. Am. Soc. C. E.,* for his paper entitled "Stress Measurements on the Hell Gate Arch Bridge".

The Thomas Fitch Rowland Prize to O. H. Ammann, M. Am. Soc. C. E., for his paper entitled "The Hell Gate Arch Bridge and Approaches of the New York Connecting Railroad over the East River in New York City".

The James Laurie Prize to F. W. Gardiner and S. Johannesson, Members, Am. Soc. C. E., for their paper entitled "Manhattan Elevated Railway Improvements".

The Collingwood Prize for Juniors to Floyd A. Nagler, Jun. Am. Soc. C. E.,† for his paper entitled "Obstruction of Bridge Piers to the Flow of Water".

LOCAL SECTIONS

There are at the present time 27 Local Sections, four of which were organized during the year as follows:

Cincinnati Section
Iowa Section
New York Section
Providence (R. I.) Section

STUDENT CHAPTERS

At its meeting of April 20th, 1920, the Board authorized the formation of Student Chapters, and Chapters have been organized with an approximate membership of 360, as follows:

The Stanford University Student Chapter

The Braune Civil Engineering Society (University of Cincinnati) Student Chapter

The Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter

* Now M. Am. Soc. C. E.

† Now Assoc. M. Am. Soc. C. E.

The Drexel Institute Student Chapter
The Iowa State College Student Chapter
The Pennsylvania State College Student Chapter
The University of Pennsylvania Student Chapter
The Washington University Collimation Club Student Chapter

FINANCES

A review of the financial condition of the Society for the year indicates a more prosperous condition at its close than could have been anticipated during the first six months. This results largely from the unexpected increase in new members, success in collecting back dues, and a slight increase resulting from the raise in dues of non-residents in accordance with the change in the Constitution taking effect November 6th, 1920. These increased receipts were in part offset by the high prices of paper and printing and the expenditure of considerable sums in the issuance of an unusual number of questionnaires and ballots.

The Society approaches the coming year with a comfortable balance on hand and the assurance that its income will be sufficient to take care of the usual expenses and admit of some expansion in the work of Committees and the issuance of publications.

The Reports of the Secretary and of the Treasurer are appended.

By order of the Board of Direction,

Herbert S. Crocker,
Acting Secretary.

GENERAL BALANCE SHEET, DECEMBER 31ST, 1920.

ACCOMPANYING THE REPORT OF THE ACTING SECRETARY.

ASSETS.		
Three Lots (220 West 57th St.)		$350 000.00
Building (" " " ")		194 523.52
Furniture (33 West 39th St.) (80% of original cost)		30 145.65
Publications on hand (inventoried cost)		23 443.97
10 New York City 4¼% bonds (at par value)		10 000.00
Accrued interest on above (Sept. 1st-Dec. 31st, 1920)		141.67
Library:		
Cash expended for books, etc.	$22 122.22	
Donations (estimated)	72 310.83	94 433.05
Equity in U. E. S. Building		486 792.79
Alfred Noble Memorial (Loan)		1 200.00
Due from Members	$8 027.48	
" " Non-Members	719.14	8 746.62
Cash		41 653.95
		$1 241 081.22

LIABILITIES.		
1921 Dues paid in advance		$47 008.68
Mortgage		200 000.00
Accrued Interest on mortgage Aug. 1st-Dec. 31st, 1920		4 166.70
Funds invested in Society House, Lots and Library*		30 915.78
Herbert Steward Library Fund		2 000.00
Joseph G. Swift Library Fund		1 000.00
Balance of Donation on Account of Work of Special Committee		2 039.28
Reserve Fund	$7 000.00	
Surplus	946 950.78	953 950.78
		$1 241 081.22

* Compounding Dues Fund, $14 655.00; Norman Medal Fund, $1 000.00; Rowland Prize Fund, $1 222.50; Collingwood Prize Fund, $1 000.00; Fellowship Fund, $13 038.28; Total, $30 915.78.

REPORT OF THE ACTING SECRETARY FOR

To the Board of Direction of the

Gentlemen:—I have the honor to present a statement of Receipts and Disbursements for the fiscal year of this Society, ending December 31st, 1920. I also append a general Balance Sheet showing the condition of the affairs of the Society.

Respectfully submitted,

H. S. Crocker,
Acting Secretary.

Receipts.

Balance on Hand, January 1st, 1920		$27 920.65
Entrance Fees	$23 810.00	
Current Dues	108 222.41	
Past Dues	8 445.36	
Advance Dues	47 008.68	
Binding	3 404.18	
Certificates of Membership	1 132.17	
Badges	5 285.17	
Sale of Publications	3 967.38	
Interest	1 289.24	
Annual Meeting	1 926.78	
Miscellaneous	1 263.45	
Compounding Dues	975.00	
Refund from Chairman of Development Committee	218.84	
From Sale of Old Books	611.95	
Rent from 57th St. Property	22 703.32	
		230 263.93
		$258 184.58

THE YEAR ENDING DECEMBER 31st, 1920.

American Society of Civil Engineers.

Disbursements.

Salaries of Officers	$16 543.31	
Clerical Help	35 162.59	
Publications	49 276.39	
Postage	9 150.02	
General Printing	13 475.26	
Office Supplies	3 419.01	
Badges	5 433.63	
Certificates of Membership	1 047.70	
Binding	100.65	
Reading Room	585.58	
United Engineering Society:		
Rent for 15th and 16th Floors	11 901.22	
Library Board	6 500.00	
Engineering Council	5 000.00	
Meetings—Miscellaneous	1 574.17	
Furniture	2 029.88	
Mileage:		
Directors	12 340.05	
Nominating Committee	1 469.80	
Engineering Council	615.02	
Special Committees	4 728.62	
Annual Meeting	4 445.38	
Annual Convention	1 574.75	
*Work of Committees	1 943.64	
Prizes	259.41	
Interest	11 005.59	
Insurance	215.10	
Current Business	3 914.27	
Petty Expenses	58.25	
Miscellaneous	936.34	
Commission	2 000.00	
Retirement Allowance	5 325.00	
Employment Bureau	3 000.00	
American Engineering Standards Committee	1 500.00	
		$216 530.63
Balance on hand, December 31st, 1920:		
In Garfield National Bank	$40 153.95	
Cash on Hand	1 500.00	
		41 653.95
		$258 184.58

* Development Committee, Joint Conference Committee, and Committee on Procedure; Special Committee to Report on Stresses in Railroad Track; Committee on Questionnaire Ballots; Committee on Redistricting of Membership and Committee on Referred Amendments.

REPORT OF THE TREASURER OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS FOR THE YEAR ENDING DECEMBER 31st, 1920.

In compliance with the provisions of the Constitution, I have the honor to present the following report:

Cash on hand, December 31st, 1919			$27 920.65
Receipts from current sources, January 1st to December 31st, 1920		$206 729.82	
Refund from Chairman of Development Committee		218.84	
From Sale of Old Books		611.95	
Rent from 57th St. Property		22 703.32	230 263.93
Payment of bills by audited vouchers for current business, January 1st to December 31st, 1920 (for Specification, see report of Acting Secretary)		$216 530.63	
Balance on hand, December 31st, 1920:			
In Garfield National Bank	$40 153.95		
Cash on hand	1 500.00	41 653.95	
		$258 184.58	$258 184.58

Respectfully submitted,

ARTHUR S. TUTTLE,

Treasurer.

NEW BOOKS*

(From January 1st to January 31st, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

DIELECTRIC PHENOMENA IN HIGH VOLTAGE ENGINEERING.

By F. W. Peek, Jr. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1920. 281 pp., pl., charts, tab. 9 x 6 in., cloth. $3.50.

The author's object is to give in this book the properties of gaseous, liquid, and solid insulations and the methods of utilizing these properties to the best advantage in the problems of high-voltage engineering. A brief discussion of the dielectric circuit is included. This edition has been carefully corrected and supplemented by the data that have resulted from investigations since its predecessor appeared.

THERMO-ELECTROMOTIVE FORCE IN ELECTRIC CELLS.

By Henry S. Carhart. N. Y., D. Van Nostrand Company, 1920. 134 pp., charts, 7 x 5 in., cloth. $2.00.

This little volume is a record of the author's researches, begun many years ago with those concerning the analysis of the temperature coefficient of voltaic cells. The chapter on the electromotive force of concentration cells has especial interest, as it shows the application of the Helmholtz equation to such cells, and the relation of the Nernst equation to this formula.

TELEPHONIC TRANSMISSION; THEORETICAL AND APPLIED.

By J. G. Hill. (Manuals of Telegraph and Telephone Engineering.) Lond. and N. Y., Longmans, Green and Co., 1920. 16 + 398 pp., diagrams, 9 x 6 in., cloth. $7.00.

This volume is one of a series of treatises prepared under the editorship of Sir William Slingo. to deal comprehensively with the problems involved in the applications of electricity in telephony and telegraphy. It treats of the theory and practice of telephonic transmission, and reviews the work that has been done in Great Britain, America, France, Germany, and Japan, and is the work of a specialist connected with the British Post Office. Contents: Mathematical Formulas and Notes; The Infinite Line, Direct Current Case; The Equivalent Circuit, Direct Current Case; The Loading of Transmission Lines and the Design of Artificial Cables, Direct Current Case; The Human Voice in Telephony; The Application of Alternating Currents to Transmission Lines; Reflection and Power in Telephone Circuits; The Constants of Telephone Circuits; The Loading of Telephone Circuits, A. C. Case; Methods of Measurement on Transmission Lines, with Examples of Tests; The Standard Cable and Its Uses; Cost Problems in Telephonic Transmission; Transmission Formulas for Lines in Series, with Apparatus in Series and in Leak; The Thermionic Valve as a Telephonic Relay.

UNTERSUCHUNGEN UBER SCHWACHSTROMSTORUNGEN BEI EINPHASEN-WECHSELSTROM-

Bahnen. Bericht an die Königl. Schwedischen Eisenbahndirektion von der hierfür ernannten Komission. Ins Deutsche Ubertragen durch Franz Kuntze. München und Berlin, R. Oldenbourg, 1920. 159 pp., illus., diagrams, charts, 11 x 8 in., paper. 38 marks.

In discussions of the comparative merits of direct and single-phase current systems for the electrification of trunk-line railways, one of the most common objections to the latter system is the interference with neighboring telephone lines. The present volume is a German translation of the report of a commission appointed in 1915 to study this question for the Railway and Telephone Departments of Sweden and to propose remedies. The report describes the investigations carried out by the commission. These included an experimental study of interference on the Kiruna-Riksgränsen Railway, a series of direct measurements on the nature of interference phenomena, a theoretical investigation of the effects of conductors on one another, suggestions for mitigating interference and reports on the theory, design, construction, and action of negative boosters.

FREILEITUNGSBAU, ORTSNETZBAU.

By F. Kapper. Zweite Auflage. München und Berlin, R. Oldenbourg, 1920. 8 + 365 pp., illus., diagrams, charts, tab., 9 x 6 in., paper. 40 marks.

This work on the construction of aerial electric lines is a practical book, fully equipped to answer the questions of the engineer in charge of erection. Theory is reduced to small dimensions, but the information on actual methods is an ample presentation of current German practice, in minute detail. Both transmission and distribution systems are included.

*Unless otherwise specified, books in this list have been donated by the publishers.

DIE WECHSELSTROMBAHN=MOTOREN.

Von Max Gerstmeyer. München und Berlin, R. Oldenbourg, 1919. 193 pp., illus., diagrams, 9 x 6 in., paper. 13.60 marks.

Having in mind the increasing use of the single-phase motor for railway operation in Europe, the author has prepared this brief account of its principles and chief types, for electrical engineers who are not specially informed concerning its theory and uses.

THE THEORY OF MACHINES.

By Robert F. McKay. Second Edition. Lond., Edward Arnold, 1920. 8 + 440 pp., diagrams, 9 x 6 in., cloth. $6.75. (Gift of Longmans, Green & Co.)

Although many books exist which cover one or two special parts of this subject, the author believes this to be the first attempt at a systematic, comprehensive review of the whole. The volume is intended for students and engineers, many exercises being included for use by the former. This edition is practically identical with the first, only minor additions and alterations having been made. Contents: Mechanics; Kinematics of Machines; Dynamics of Machines.

PROPERTIES OF STEAM AND THERMODYNAMIC THEORY OF TURBINES.

By H. L. Callendar. N. Y., Longmans, Green & Co.; Lond., Edward Arnold, 1920. 531 pp., diagrams, tab., 9 x 6 in., cloth. $14.00.

This work gives a connected account of the conclusions resulting from the author's extended experimental and theoretical investigations of the problems depending primarily on the properties of steam. It is intended therefore to supplement treatises written from an engineering standpoint, by presenting the thermodynamical aspect of the problem. The book explains the origin of the author's equations for steam, shows how well his theory has fitted with subsequent work, and how his equations and tables may best be applied to more recent developments. A considerable portion of the book deals with the thermodynamical theory of turbines, and here some new methods are introduced which the author believes will be useful to engineers. The book includes his steam tables.

HEAT ENGINES; A TEXT=BOOK FOR ENGINEERING STUDENTS.

By David Allen Low. N. Y. and Lond., Longmans, Green & Co., 1920. 7 + 592 pp., illus., diagrams, charts, tab., 9 x 6 in., cloth. $6.50.

The author has attempted to compress into one volume of moderate dimensions sufficient material for a two-years' course in the subject, in which its theoretical and practical sides would be combined. Numerous exercises for the student are included, most of which are original.

THE GASOLINE AUTOMOBILE; ITS DESIGN AND CONSTRUCTION:

Vol. I, The Gasoline Motor. By P. M. Heldt. Sixth Edition. Nyack, N. Y., P. M. Heldt, 1920. 6 + 633 pp., illus., diagrams, charts, 9 x 6 in., cloth. $6.00.

Continued development of the internal combustion engine has made necessary a further revision of this volume. The chapters on the cylinder and the crankcase and oiling system have been rewritten, and that on the piston, piston rings, and piston pin has been revised to accord with modern practice. New material on other subjects has been added in an appendix as well as new plates.

A TEXTBOOK OF CHEMICAL ENGINEERING.

By Edward Hart. Easton, Pa., The Chemical Publishing Co., 1920. 12 + 211 pp., illus., diagrams, 9 x 6 in., cloth. (Gift of the Author.)

The contents give an indication of the scope of Dr. Hart's new book, which is based on his courses in Lafayette College. The treatment of the subject is brief and elementary, but thoroughly practical. Contents: Materials; Location of Works; Boilers; Prime Movers; Plumbing; Crushing; Dissolving; Filtration; Tanks; Evaporation; Crystallization; Drying; Distillation; Absorption of Gases; Mixing and Kneading; Containers.

AUTOMOTIVE IGNITION SYSTEMS.

By Earl I. Consoliver and Grover I. Mitchell. (Engineering Education Series.) N. Y. and Lond., McGraw-Hill Book Company, Inc., 1920. 10 + 269 pp., illus., diagrams, 9 x 6 in., cloth. $2.50.

This is a systematic course of study of the ignition systems used on automobiles, tractors, and airplanes, for those who have to install, adjust, and repair these systems in the factory and repair shop.

AEROPLANE STRUCTURAL DESIGN;

A Book for Designers, Draughtsmen and Students. By T. H. Jones and J. D. Frier. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. 267 pp., plates, tab., charts, diagrams, 8 x 6 in., cloth. $7.50.

Although several valuable treatises exist dealing with the problems of sustentation, stability, and aerodynamics generally, the authors feel a need for a book treating of the structural strength of the aeroplane, in which the loading of it and the methods of estimating its strength under

load are discussed definitely and practically. This volume treats in detail of the wings, fuselage, tail plane and elevators, landing gear and rear skid, control surfaces, flying controls, and details, and is equipped with numerous tables of data needed by the designer. Complicated mathematical discussions are avoided.

SCHMIEDE UND SCHMIEDE-TECHNIK:

Band I. By C. Oetling. München und Berlin, R. Oldenbourg, 1920. 13 + 608 pp., illus., diagrams, 11 x 8 in., paper. 90 marks.

This volume is the outgrowth of a work submitted in 1911 to the Verein deutscher Maschinen-Ingenieure in competition for a prize offered for systematic study of the value of new methods and apparatus for forging. The report has been expanded, at the request of the Prize Committee, into an exhaustive examination of forge shop methods. The present volume, the first of two, was printed in 1914, but has only now been published. It discusses the fuels, heating furnaces, methods of controlling heat, forging hammers and presses, shears, saws, welding, measuring instruments, cranes and conveyors. The second volume will treat of heat-treating, compressed air machinery, and of the effect of the war on labor. The volume is elaborately illustrated.

RESEARCH AND METHODS OF ANALYSIS OF IRON AND STEEL AT ARMCO.

Second Edition. Middletown, Ohio, The American Rolling Mill Co., 1920. 220 pp., illus., 9 x 6 in., cloth. $4.00.

This volume describes the methods for the magnetic, physical and microscopical testing and chemical analysis of steel used in the laboratories of the American Rolling Mill Company.

TANKS IN THE GREAT WAR, 1914-1918.

By J. F. C. Fuller. N. Y., E. P. Dutton and Company, 1920. 24 + 321 pp., front., maps, pl., 9 x 6 in., cloth. $9.00.

This volume, by a former Chief General Staff Officer of the Tank Corps of the British Army, is a readable account of the genesis of the tank and of the part played by it in the Great War. The work of the French, German, and American Tank Corps is covered also.

COAL IN GREAT BRITAIN.

By Walcot Gibson. Lond., Edward Arnold, 1920. 8 + 311 pp., pl., maps, illus., 9 x 6 in., cloth. $7.50. (Gift of Longmans, Green and Company.)

The present work is intended to supply mining engineers, mine owners, and students with a concise account of the more important facts relating to the geology of coal in general, and to the coalfields of Great Britain in particular. The earlier chapters are reproduced, with additions, from the author's "Geology of Coal and Coal-Mining", now out of print. The remainder of the book, dealing with the coalfields, is based on thirty years' personal experience and on various publications.

GEOLOGY OF PETROLEUM.

By William Harvey Emmons. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 14 + 610 pp., illus., maps, 9 x 6 in., cloth.

The author has tried to present, as briefly as practicable, a perspective of the data on the geology of petroleum, suitable for students familiar with the operation of geologic processes and the principles of stratigraphy. The book discusses the surface indications of petroleum, openings in rocks, the association of petroleum and salt water, reservoir rocks and covering strata, properties and origin of petroleum and natural gas, maps and logs, accumulation of petroleum, structural features of oil and gas reservoirs, deformation of petroliferous strata, metamorphism of petroleum, gas pressure and oil recovery, petroliferous provinces and petroleogenic epochs. Brief sketches of the important oil fields of the world are included, and numerous references are given to the literature on them.

PETROLEUM REGISTER; AN ANNUAL DIRECTORY AND STATISTICAL RECORD

Of the Petroleum Industry in the United States, Canada, and Mexico, 1921. N. Y., Oil Trade Journal, Inc. 640 pp., 12 x 9 in., cloth. $10.00.

This new edition of the register has been revised and corrected up to the last months of 1920, so that it represents the latest available information. Like its predecessors it attempts to serve as a complete catalogue of the industry by including both those engaged in the industry and those who manufacture and sell the materials needed by the oil trade. The book lists the refiners, marketers, and jobbers, producers, pipe lines, natural gas, gasoline manufacturers, and oil associations in the United States, and the more important firms in Canada and Mexico. Statistics of production, consumption, and distribution are included, as are maps of the important oil-producing States.

THE TECHNICAL EXAMINATION OF CRUDE PETROLEUM, PETROLEUM PRODUCTS, AND

Natural Gas. By William Allen Hamor and Fred Warde Padgett. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1920. 9 + 591 pp., illus., tab., charts, diagrams, 9 x 6 in., cloth. $6.00.

This book is designed to present the methods in use for the examination and evaluation of natural gas, crude petroleum, and oil-shale, and their important products. It includes the

procedures for the physical and chemical tests which are recognized as essential, together with tables of the necessary physical and chemical data. Very full bibliographic references are given.

CHEMISTRY AND CIVILIZATION.

By Allerton S. Cushman. Boston, Richard G. Badger. 151 pp., ports., 8 x 6 in., cloth. $2.50.

The author of this work has attempted a brief, readable account of what chemistry has done, is doing, and hopes to do for mankind, in which the relation of the present and the future to the past will be clearly indicated. Attention is especially given to the industrial applications of discoveries.

RECENT ADVANCES IN ORGANIC CHEMISTRY.

By Alfred W. Stewart. Fourth Edition. Lond. and N. Y., Longmans, Green and Co., 1920. 359 pp., 9 x 6 in., cloth. $7.50.

The author of this work discusses the subject from a synthetic point of view, his object being "to illustrate the principles upon which modern chemistry moves—not stands—and to undermine the conservatism which exists in all but strikingly original minds". Science is to him not a mere collection of data, but rather a rapidly changing series of hypotheses by means of which we attempt to group the facts with which we are acquainted. This edition includes a new chapter on unsolved problems, and other chapters have been revised and extended.

EMINENT CHEMISTS OF OUR TIME.

By Benjamin Harrow. N. Y., D. Van Nostrand Co., 1920. 16 + 248 pp., ports., pl., 8 x 6 in., cloth. $2.50.

In selecting the subjects of these biographical sketches, the author has attempted to include those whose achievements have intimately affected chemical progress during the past generation or so, and thus to write a history of the chemistry of our times, centered around some of its leading figures. The book emphasizes the personal side. It is non-technical in character, and intended for laymen as well as scientists. Brief bibliographies are included. Contents: Perkin and Coal-Tar Dyes; Mendeléeff and the Periodic Law; Ramsay and the Gases of the Atmosphere; Richards and Atomic Weights; van't Hoff and Physical Chemistry; Arrhenius and the Theory of Electrolytic Dissociation; Moissan and the Electric Furnace; Madame Curie and Radium; Victor Meyer and the Rise of Organic Chemistry; Remsen and the Rise of Chemistry in America; Fischer and the Chemistry of Foods.

THE MAKING OF HERBERT HOOVER.

By Rose Wilder Lane. N. Y., The Century Co., 1920. 6 + 365 pp., port., 8 x 5 in., cloth. $2.50.

Upon the foundation of documents, letters, and diaries, and information supplied by Charles K. Field, a friend and college classmate of Mr. Hoover, Mrs. Lane has prepared an informal, readable account of his life. The book is unusual in method, but achieves success as an interpretation of the man.

THE CENTENARY VOLUME OF CHARLES GRIFFIN AND COMPANY, LTD., 1820-1920.

Lond., Charles Griffin and Co., Ltd., 1920. 290 pp., ports., pl., fac-sims., 9 x 6 in., cloth.

This volume is issued to commemorate the hundredth anniversary of the entrance of this well-known firm into the field of technical book publishing. It includes an introduction by Lord Moulton, a history of the firm, and chapters on the progress of scientific literature in various fields during the last hundred years, as marked by its publications. Among the contributors are T. Hudson Beare, Sir W. S. Abell, William Gowland, and Henry Louis.

TECHNISCHER LITERATURKALENDER.

2. Ausgabe, 1920. München-Berlin, R. Oldenbourg. 441 pp., front., 8 x 6 in., cloth. 40 marks.

This is a "who's who" of living German writers on technical subjects, compiled by the Chief Librarian of the German Patent Office. About 7 000 names are included, and the information includes date of birth, address, education, occupation, writings, and specialty. This edition contains a thousand names more than that of 1918, and has also an index by specialties and a list of deaths during 1918 and 1919.

PLANTATION RUBBER AND THE TESTING OF RUBBER.

By G. Stafford Whitby. (Monographs on Industrial Chemistry.) N. Y. and Lond., Longmans, Green and Co., 1920. 16 + 559 pp., pl., diagrams, 9 x 6 in., cloth. $9.50.

The circumstance that the supply of raw rubber is now chiefly derived from plantations, where its preparation can be controlled technically, renders possible the development of co-operation between the producer and the manufacturer, and gives importance to the present account of the preparation of plantation rubber and of present knowledge of exact methods of testing and evaluating raw rubber. The book includes an account of investigations made by physicists into the physical properties of rubber and an extensive bibliography on the subjects covered by the volume.

MARGARINE.

By William Clayton. (Monographs on Industrial Chemistry.) Lond. and N. Y., Longmans, Green & Co., 1920. 187 pp., pl., illus., 9 x 6 in., cloth. $4.75.

This monograph is the first in any language, the author states, to give an account of the modern processes of manufacture of margarine. The chemistry of its constituents is discussed, and the methods of their analysis, as well as of the finished product, are described in detail. Chapters are devoted to butter and renovated butter, and lard compound. A chapter on nutritional chemistry deals with recent investigations on vitamines. References to the principal patents and a very full bibliography are included.

PHYSIOGRAPHY.

By Rollin D. Salisbury. (American Science Series—Advanced Course.) Third Edition, Revised. N. Y., Henry Holt and Co., 1919. 15 + 676 pp., pl., illus., 9 x 6 in., cloth. $4.00.

The new edition of Professor Salisbury's well-known textbook has not been changed in plan, but has been thoroughly revised throughout and rewritten in considerable part. The text is intended for students of early college grade and represents the course given in the University of Chicago. The book is distinguished by its wealth of illustration and its lists of references to other literature.

CONTRACTS IN ENGINEERING.

By James Irwin Tucker. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., 1920. 331 pp., 9 x 6 in., cloth. $4.00.

This book is intended as a practical course showing the contractual basis of engineering work and of business at large, and as a textbook for engineering students with no opportunity for extended study of legal principles. It aims to present those facts and rules which seem likely to be of most value to an engineer in his professional and business career and to give him substantial information on many legal matters.

FACTORY ORGANIZATION AND ADMINISTRATION.

By Hugo Diemer. Third Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 15 + 398 pp., illus., 9 x 6 in., cloth. $4.00.

This book is for officers of manufacturing corporations, works managers, superintendents, accountants, and those in charge of such activities as purchasing, stores, costs, and production. The present edition has been revised to conform with the evolution of practice and standards, particularly in relation to organization, personnel problems, and the functional control of production. An extensive bibliography is included.

WINNING THE PUBLIC.

By S. M. Kennedy. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1920. 168 pp., port., 9 x 6 in., cloth. $2.50.

This volume includes the substance of various addresses delivered before technical and trade associations during recent years, in which are discussed the relations of public utilities with those whom they serve and the methods by which public confidence and good will can be secured.

A HISTORY OF THE CONCEPTIONS OF LIMITS AND FLUXIONS IN GREAT BRITAIN

From Newton to Woodhouse. By Florian Cajori. Chic. and Lond., The Open Court Publishing Co., 1919. 8 + 299 pp., ports., 8 x 5 in., cloth. $2.00.

In this small volume, Dr. Cajori reviews the history of an important event in the history of mathematics, the conception of fluxions advanced by Newton, the controversies with Berkeley and others, and the development that the theory underwent in Great Britain during the Eighteenth Century.

EXPORTER'S GAZETTEER OF FOREIGN MARKETS, 1920-21.

Compiled and Edited by Lloyd R. Morris. N. Y., The American Exporter. 23 + 766 pp., maps, tab., 9 x 6 in., cloth. $10.00.

This Gazetteer is planned to present precisely facts about markets which have heretofore been obtainable only in scattered primary sources. The information includes the area and population of each country, the population of its principal towns, its commerce, production, and industry, telegraphs, telephones, and railroads, money, weights and measures, commercial language, principal shipping routes, customs tariff, consular regulations and representation, and similar matters. Maps of the principal countries are included. Foreign currencies and measurements have been converted into American equivalents.

THE NEW STONE AGE.

By Harrison E. Howe. (The Century Books of Useful Science.) N. Y., The Century Co., 1921. 289 pp., pl., 8 x 5 in., cloth. $3.00.

The "new stone age" is the age of cement and concrete. The author tells in every-day language the story of cement, its history, manufacture, and uses, in the hope that his book will

lead to a better appreciation and more thorough understanding of it by the non-technical user, and lead him to use it with due regard not only for its excellent characteristics but for its necessary limitations.

CONCRETE WORK:

Vol. I. By William Kendrick Hatt and Walter C. Voss. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 451 pp., illus., diagrams, tab., 8 x 6 in., cloth. $4.00

This is the first part of a two-volume manual intended to extend the scope of work now possible to the concrete worker of unguided experience by bringing him to an intelligent understanding of the scientific principles underlying his art, and by introducing him to the wider opportunities that exist for him in modern construction. The method used to present the subject is based on the experience acquired by the Committee on Education and Special Training of the War Department, in training 130 000 soldiers in the various trades connected with military operations. This volume of the manual contains the development of principles and information of methods of construction and standards necessary for the construction of the definite building.

A TREATISE ON REINFORCED CONCRETE.

By W. Noble Twelvetrees. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. 264 pp., pl., 8 x 6 in., cloth. $7.50.

In this volume the author has endeavored to set forth as clearly as possible the general characteristics and distinctive properties of reinforced concrete and its constituents, to discuss in a systematic manner the principles underlying the design of homogeneous members, and to show how these principles may be applied to the evolution of formulas for the design of reinforced concrete members of different classes. It is restricted to fundamental principles and presents a complete series of formulas for the principal classes of members used in engineering and building construction. The book is the first to use the standard notation adopted by the Concrete Institute. This notation is given in full, with an explanatory foreword.

DRANG UND ZWANG; EINE HOHERE FESTIGKEITSLEHRE FUR INGENIEURE.

Von Aug. Föppl und Ludwig Föppl. München und Berlin, R. Oldenbourg, 1920. 2 vol., 10 x 7 in., paper. 72 marks.

The authors of these volumes discuss some of the more abstruse problems of stress and strain. The work is intended especially for engineers who are fitted, by practical experience, to follow a difficult investigation and apply its results. A knowledge of the elementary theory of the mechanics of materials is expected of the reader. Contents: Die allgemeinen Grundlagen; Die Sätz über die Formänderungsarbeit; Die Biegungsfestigkeit der Platten; Die Scheiben; Die Schalen; Die Drehfestigkeit der Stäbe; Die Umdrehungskörper; Die Härte; Die Eigenspannungen; Die Knick- und Ausweichgefahr.

ADVANCED SHOP DRAWING.

By Vincent C. George. (Engineering Education Series.) N. Y. and Lond., McGraw-Hill Book Co., Inc., 1920. 9 + 147 pp., diagrams, illus., 9 x 6 in., cloth. $1.60.

This textbook is intended for the student who has had some preliminary training in mechanical drawing and who wishes a practical knowledge of drafting as applied to various lines of engineering. Emphasis is placed on such subjects as working drawings, pictorial representation, patent office, electrical and structural drawing, piping layouts and sheet metal work.

IRRIGATION; ITS PRINCIPLES AND PRACTICE AS A BRANCH OF ENGINEERING.

By Sir Hanbury Brown. Third Edition, Revised. Lond., Constable & Co., Ltd.; N. Y., D. Van Nostrand Co., 1920. 15 + 305 pp., pl., illus., 9 x 6 in., cloth. $6.00.

The primary object of this treatise is to collect the guiding principles on which irrigation engineering is based and to furnish illustrations of their application in existing canal systems. The present edition is little changed from the preceding one, except by the addition of an appendix containing information on changes that have taken place in the works used as illustrations. The illustrative works are taken from Indian and Egyptian practice and are based on the author's personal acquaintance with methods in these countries.

MEMBERSHIP

(From January 7th to February 3d, 1921)

ADDITIONS

MEMBERS

		Date of Membership.
BAKER, PERCIVAL STEVENS. Engr., Bridges and Bldgs., P. & R. Ry., 520 Reading Terminal, Philadelphia, Pa.	Jun.	Sept. 4, 1906
	Assoc. M.	Oct. 2, 1907
	M.	Jan. 18, 1921
BAKEWELL, JOHN, JR. Archt. (Bakewell & Brown), 251 Kearny St., San Francisco, Cal.		Jan. 17, 1921
CHICKERING, GEORGE WILLIAM. Archt. and Engr. (Peare, Quiner, Nevin & Chickering), 6 Beacon St., Boston, Mass.		Jan. 17, 1921
CONLEY, WALTER ABBOTT. Care, Am. Bridge Co., 30 Church St., New York City		Jan. 17, 1921
CONWAY, NORMAN BUTLER. Cons. Engr., Box 257, Yuma, Ariz.	Assoc. M.	Dec. 6, 1915
	M.	Jan. 18, 1921
DE MEY, EDOUARD JEAN BERNARD. Chf. Engr., Toupet, Beil & Conley, Inc., 5814 Ellsworth Ave., E. E. (Res., 5714 Northumberland St., Squirrel Hill), Pittsburgh, Pa.	Jun.	Jan. 2, 1912
	Assoc. M.	May 15, 1917
	M.	Jan. 18, 1921
DERICKSON, RICHARD BARNETT. Hydrographic and Geodetic Engr.; Chf. of Section of Field Work, U. S. Coast and Geodetic Survey, 202 Burke Bldg., Seattle, Wash.		Jan. 17, 1921
FOGG, RALPH JUSTIN. Prof. of Civ. Eng. and Head of Dept., Lehigh Univ., Bethlehem, Pa.	Assoc. M.	Nov. 25, 1919
	M.	Jan. 18, 1921
GANSER, SYLVAN EARLE. Bridge Dept., N. P. Ry. (Res., 2010 Portland Ave.), St. Paul, Minn.	Assoc. M.	Jan. 2, 1912
	M.	Jan. 18, 1921
GODFREY, STUART CHAPIN. Maj., Corps of Engrs., U. S. A., Wilson Dam, Florence, Ala.	Jun.	Sept. 5, 1911
	Assoc. M.	Sept. 12, 1916
	M.	Jan. 18, 1921
HOWELL, ROBERT PHILIP. Maj., Corps of Engrs., U. S. A., Camp A. A. Humphreys, Va.		Nov. 9, 1920
KEEFE, MERTON ROSCOE. Gen. Supt., Ulen Contr. Co., Allaben, N. Y.		Dec. 6, 1920
KINGSLEY, HENRY RAY. Chf. Engr., D. H. Burnham & Co., 1045 Rookery Bldg., Chicago, Ill.		Nov. 9, 1920
LEGARÉ, THOMAS KEITH. Dist. Engr., Shearman Concrete Pipe Co., 1327 Main St., Columbia, S. C.	Assoc. M.	Mar. 14, 1916
	M.	Jan. 18, 1921
MCWHORTER, ROGER BARTON. Asst. Div. Engr., Miami Conservancy Dist., Hamilton, Ohio	Assoc. M.	Mar. 13, 1917
	M.	Jan. 18, 1921
MATLAW, ISAAC SOLON. Engr. and Gen. Supt., A. W. King, 2164 Westchester Ave., New York City	Jun.	Oct. 2, 1906
	Assoc. M.	July 1, 1909
	M.	Jan. 18, 1921
MORIGAKI, KIICHIRO. Chf. Engr., Kobe Harbor Works, Onohama, Kobe, Japan		Nov. 9, 1920
MORSE, WILLIAM CHESTER. Engr., Sluicing Dept., Puget Sound Bridge & Dredging Co., 810 Central Bldg., Seattle, Wash.		Jan. 17, 1921
MUNN, JAMES. Care, U. S. Reclamation Service, Denver, Colo.		Jan. 17, 1921
NEWTON-HOWES, ROBERT WILLIAM. Dist. Engr., Federated Malay States Rys., Kuala Krau, Pahang, Federated Malay States		Oct. 11, 1920
PARKHILL, WALTER ROY. Chf. Engr. Appraiser for the Federal Land Bank of Berkeley, Berkeley, Cal.		Nov. 9, 1920
SEELYE, THEODORE EDWARD. (Gannett, Seelye & Fleming, Inc.), 204 Locust St., Harrisburg, Pa.		Nov. 9, 1920

MEMBERS (*Continued*)

Name and Address	Grade	Date of Membership.
SMITH, JONATHAN RHODES. Care, Post & McCord, 101 Park Ave., New York City	Assoc.	Dec. 5, 1911
	Assoc. M.	May 7, 1913
	M.	Jan. 18, 1921
SPINKS, JOHN DAVIDSON. Winston-Salem, N. C.	Assoc. M.	Oct. 7, 1914
	M.	Jan. 18, 1921
STEPHENS, HAMILTON MORTON. Constr. Mgr., Du Pont Eng. Co., Box 481, Detroit, Mich		Jan. 17, 1921
STROHL, RICHARDS MERLE. Chf. Engr., Dept. of Drainage, Irrig. and Flood Control, The Ludlow Engrs., Inc., Winston-Salem, N. C.	Jun.	May 31, 1910
	Assoc. M.	June 3, 1915
	M.	Jan. 18, 1921
SUMNER, WALTER AUGUSTUS. (Sumner Missillier Co.), 114 West 44th St., New York City		Jan. 17, 1921
SWECKER, CLEOPHUS. County Road Engr., Philippi, W. Va.	Assoc. M.	Sept. 10, 1918
	M.	Jan. 18, 1921
THOMPSON, PERRY. San. Engr., City of Yonkers, 3 Hamilton Ave., Yonkers, N. Y.		Jan. 17, 1921
VAN DER VEEN, HERMAN. Cons. Engr. to the Ministry of Interior, 28 Ta P'ai Fang Hutung (East City), Peking, China		Nov. 9, 1920
WELLS-JONES, ARTHUR JOHN. Engr. in Chg., Tarka River Storage Survey, Irrig. Dept., Uitenhage, South Africa		June 1, 1920
WHITE, LAZARUS. Pres., Spencer, White & Prentis, Inc., 47 West 42d St., New York City	Jun.	May 1, 1900
	Assoc. M.	Feb. 4, 1903
	M.	Jan. 18, 1921
WOOD, DANA MELVIN. Engr., Stone & Webster, Inc., 147 Milk St., Boston (Res., 22 Myrtle St., Belmont), Mass	Assoc. M.	Dec. 6, 1915
	M.	Jan. 18, 1921

ASSOCIATE MEMBERS

Name and Address	Grade	Date of Membership.
ADAMS, HENRY ABRAM, JR. Mgr. and Representative, Walworth International Co., 29 Strand Rd., Box 2194, Calcutta, India		Oct. 11, 1920
ANGLE, JAMES MACFARLANE. Asst. Engr., Morris Knowles, Inc., 5728 Baum Boulevard, Pittsburgh, Pa		Jan. 17, 1921
ARMS, LEO MURRY. Asst. Highway Engr., Illinois State Highway Dept., 302 Apollo Theatre Bldg., Peoria, Ill.	Jun.	Sept. 11, 1917
	Assoc. M.	Jan. 17, 1921
BAGGE, FRANK. Constr. Supt., Hegeman-Harris Co., 2550 Bainbridge Ave., New York City		Jan. 17, 1921
BECKER, WILLIAM CHRIS EMIL. Asst. Engr., Bridge Dept., Mo. Pac. R. R., 3969 Sullivan Ave., St. Louis, Mo		Jan. 17, 1921
BOCKEMOHLE, CLINTON LINUS AUGUST. Asst. Supt., J. Goldberg & Sons, 7500 Independence Ave., Kansas City, Mo		Jan. 17, 1921
BRAGONIER, ARTHUR TAYLOR. Instr., Civ. Eng. Dept., Coll. of Eng., West Virginia Univ., Morgantown, W. Va.	Jun.	May 15, 1917
	Assoc. M.	Jan. 17, 1921
BUCHER, HAROLD FOLLMER. Employment Mgr., Philadelphia Co. and Affiliated Corporations, 435 Sixth Ave., Pittsburgh, Pa	Jun.	Oct. 9, 1917
	Assoc. M.	Jan. 17, 1921
BUIE, WILSON ROBERT, JR. Chf. Engr. and Estimator, John M. Kelly Contr. Co., 507 Federal St., Camden, N. J.		Oct. 11, 1920
BURKE, MICHAEL JOSEPH. Asst. Engr., C., M. & St. P. Ry., Room 315, O. & W. Station, Seattle, Wash	Jun.	June 16, 1919
	Assoc. M.	Jan. 17, 1921

ASSOCIATE MEMBERS (*Continued*)

		Date of Membership.
COSGROVE, KARL MCCORTLE. Cons. Engr., Cambridge Savings Bank Bldg., Cambridge, Ohio	Jun. / Assoc. M.	Sept. 2, 1914 / Jan. 17, 1921
DEEDS, JOHN FRANCIS. Hydr. Engr., U. S. Geological Survey, Washington, D. C		Jan. 17, 1921
DEISER, NORMAN ARTHUR. Supt., Turner Constr. Co., 367 Crown St., Brooklyn, N. Y	Jun. / Assoc. M.	June 4, 1913 / Jan. 17, 1921
FRIEDMANN, CARL ALLEN. With Union Oil Co. of California, 1308 Union Oil Bldg., Los Angeles, Cal		Jan. 17, 1921
FRIEL, FRANCIS DE SALES. Asst. Plant Mgr. and Asst. Chf. Engr., Penn Steel & Iron Corporation, Lancaster (Res., 1739 Wallace St., Philadelphia), Pa		Jan. 17, 1921
GALE, ALBERT GARLAND. 15 Rockaway Ave., Marblehead, Mass		Aug. 9, 1920
GATES, HOWARD BABCOCK. Res. Engr., The J. G. White Eng. Corporation, 106 West Washington St., Los Angeles, Cal		Jan. 17, 1921
HAMLIN, GEORGE WILLIS. Asst. Engr., Cleveland Water Dept., 12913 Beachwood Ave., S. E., Cleveland, Ohio		Jan. 17, 1921
HAUPT, CASPER WISTAR. Asst. Engr., Strobel Steel Constr. Co., 314 South Federal St., Chicago, Ill		Jan. 17, 1921
HOFFERT, JOHN RAYMOND. Dist. Engr., Pennsylvania Dept. of Health, Camp Hill, Pa		Dec. 6, 1920
HORWEGE, ALVIN ARTHUR. Div. Engr., Nevada State Highway Dept., Box 2051, Reno, Nev	Jun. / Assoc. M.	Oct. 29, 1912 / Jan. 17, 1921
JACOBY, CORNELIUS. Asst. Engr., So. Ry., 1300 Pennsylvania Ave., Room 814, Washington, D. C		Jan. 17, 1921
JOHNSON, HARVEY STONE. Asst. Engr., The Bossert Corporation, 1408 Oneida St., Utica, N. Y	Jun. / Assoc. M.	April 1, 1914 / Jan. 17, 1921
KOLYN, MARION DEN HERDER. Prof., Civ. Eng., Drexel Inst., Philadelphia, Pa		Jan. 17, 1921
KREFELD, WILLIAM JOHN. Instr., Dept. of Civ. Eng., Columbia Univ. (Res., 74 West 102d St.), New York City	Jun. / Assoc. M.	Mar. 2, 1915 / Jan. 17, 1921
LEUE, CONRAD FERDINAND. 1806 Cresswell St., Shreveport, La		July 6, 1920
MACKINNON, JOHN HAROLD. 1466 Grand Concourse, New York City		Jan. 17, 1921
MCCLARY, GEORGE BREWER. Civ. and Structural Engr. (George B. McClary & Co.), 343 South Dearborn St., Chicago, Ill		Jan. 17, 1921
MCMILLAN, FRANCIS CONOVER. Draftsman and Field Engr., Los Angeles County Flood Control Dist., Box 153, R. D. No. 3, Pasadena, Cal		Jan. 17, 1921
MANSFIELD, MYRON GORTON. Asst. Engr., Morris Knowles, 7046 Penn Ave., Pittsburgh, Pa		Oct. 11, 1920
MARK, COLEMAN BROWN. Div. Engr., Pennsylvania State Dept. of Health, 604 North 3d St., Harrisburg, Pa		Jan. 17, 1921
MATTHEWS, THOMAS BAKER. 14 Eighth Ave., N. E., Ardmore, Okla		Dec. 6, 1920
MERCKEL, FREDERICK GEORGE. Columbia Boulevard, Morsemere, N. J	Jun. / Assoc. M.	April 17, 1917 / Jan. 17, 1921
MOSKOWITZ, JACK. Highway Engr., U. S. Bureau of Public Roads, Portland, Ore		Jan. 17, 1921
OKUBO, TOSHIYUKI. Care, Truscon Steel Co. of Japan, Uchisaiwaicho, Kojimachi, Tokyo, Japan	Jun. / Assoc. M.	Sept. 9, 1919 / Jan. 17, 1921
PFEIFFER, GEORGE FREDERICK. Deputy County Engr., Summit County; Bridge Engr., East Market St. Extension, East Akron, Ohio		Jan. 17, 1921

ASSOCIATE MEMBERS (*Continued*)		Date of Membership.
PICKWORTH, JOHN WILLIAM. Care, S. C. Weiskopf, 11 East 42d St., New York City		Jan. 17, 1921
POLLITT, EDWARD. Structural Engr., Am. Bridge Co., 1225 Wakeling St., Frankford, Philadelphia, Pa		Jan. 17, 1921
RASMUSSEN, RASMUS. 415 Tenth St., Portland, Ore		Jan. 17, 1921
REINKE, JOHN GEORGE. Asst. to Head of Constr. Dept., National Cash Register Co., 2143 North Main St., Dayton, Ohio		Jan. 17, 1921
RHEINSTEIN, ALFRED. Builder (Rheinstein & Haas, Inc.); Secy. and Treas., Nathan Mfg. Co., 21 East 40th St. (Res., 344 West 89th St.), New York City	Jun. Assoc. M.	Jan. 2, 1912 Jan. 17, 1921
RIDDLE, CHARLES DOUGLAS. Lieut., C. E. C., U. S. N., Marine Barracks, Parris Island, S. C		Dec. 6, 1920
SATTERFIELD, RAYMOND POOL. Field Engr., Portland Cement Assoc., 909 Southwestern Life Bldg., Dallas, Tex		Jan. 17, 1921
SCANLAN, JACK ADDISON. Dist. Engr., Paul J. Kalman Co., Inc., 447 Fullerton Ave., Chicago, Ill		Dec. 6, 1920
SCHOONMAKER, GEORGE NELSON. Commr., Dept. of Public Works, Div. of Water, 716 Stickney Ave., Toledo, Ohio		Dec. 6, 1920
SCHROEDER, SEATON, JR. Secy. and Treas., William T. Anderson, Inc., 33 Brunswick Rd., Montclair, N. J.	Jun. Assoc. M.	Mar. 4, 1913 Jan. 17, 1921
SEIBERT, EDWARD CLEVER. Lieut., C. E. C., U. S. N.; Civ. Engr., Public Works Dept., Navy Yard, Washington, D. C		Jan. 17, 1921
SHERIDAN, ARTHUR VINCENT. 2454 Webb Ave., New York City		Aug. 9, 1920
SPRINGER, GEORGE PERRCY. With Constr. Div., U. S. War Dept., 2312 Woodridge St., N. E., Washington, D. C		Jan. 17, 1921
STAFFORD, HARLOWE MCVICKER. Office Engr., Corcoran Irrig. Dist., Corcoran, Cal	Jun. Assoc. M.	Oct. 10, 1916 Jan. 17, 1921
STEPHENS, UEL. County Engr., Runnels County, Bellinger, Tex.	Jun. Assoc. M.	Jan. 15, 1917 Jan. 17, 1921
STONER, DAVID SCOTT. 309 Grant Bldg., San Francisco, Cal		Dec. 6, 1920
STRAUB, ERNEST JOSEPH. Superv. and Constr. Engr., 3123 Broadway Boulevard, Kansas City, Mo		Jan. 17, 1921
SUCHER, THEODORE RICHARD. Supt., Gas Distrib., New Haven Gas Light Co., 80 Crown St., New Haven, Conn		Jan. 17, 1921
TUCKER, HARRY. West Raleigh, N. C		Nov. 9, 1920
VAN DYKE, CHARLES WILLIAM. Mgr., Technical Dept., L. Sonneborn Sons, Inc., 262 Pearl St., New York City	Jun. Assoc. M.	Sept. 9, 1919 Jan. 17, 1921
VON ROY, FRED, JR. Res. Engr., Highway Dept., Greenbrier County, Box 262, Rainelle, W. Va		Jan. 17, 1921
WAGNER, JOHN, JR. Structural Draftsman, P. R. R., Broad St. Station, Philadelphia, Pa	Jun. Assoc. M.	Mar. 4, 1914 Jan. 17, 1921
WALKER, LELAND ROSS. Designer, Imperial Irrig. Dist., Box 333, Calexico, Cal		Nov. 9, 1920
WEBB, CHAUNCEY EARL. Squad Foreman, Detail and Design, Am. Bridge Co. (Res., 701 Polk St.), Gary, Ind	Jun. Assoc. M.	Dec. 31, 1913 Jan. 17, 1921
WILLIAMS, MELVIN DELANO. Highway Engr., U. S. Bureau of Public Roads, 403, Col. Hudson Bldg., Ogden, Utah		Jan. 17, 1921

ASSOCIATE MEMBERS (*Continued*) — Date of Membership.

YAMADA, YUTAKA. Chf. Hydr. Engr., Toyo Aluminum Co., Ltd., 37–2 Aoyama Minamicho, Tokyo, Japan........................ Nov. 9, 1920

ASSOCIATES

SLEEPER, HARRY ARTHUR. Care, F. F. Woodbury & Sons Co., Manchester, N. H..................................... July 6, 1920

SMITH, DUNCAN CAYRE. With Aluminum Ore Co., 3300 Missouri Ave., East St. Louis, Ill....................................... Jan. 17, 1921

JUNIORS

FRANZEN, CHARLES SIEGLE. Structural Steel Detailer, McClintic-Marshall Const. Co., 2142 South 20th St., Philadelphia, Pa............... Jan. 17, 1921

HATCH, DONALD MONROE. Supt., Light, Water and Filter Plants, City of Wyandotte, Wyandotte, Mich........................ Dec. 6, 1920

HEIM, ARTHUR IRVING. Office Engr., Foote Eng. Co., Meridian, Miss.... Jan. 17, 1921

HUBBELL, HOWARD ADAMS. Asst. Engr. with Gardner S. Williams, Cornwell Bldg., Ann Arbor, Mich.......................... Jan. 17, 1921

LEFF, MAX. Care, Postmaster, Derry, Pa............................ Nov. 9, 1920

MEYER, HARRY HELMUTH. Senior Draftsman, N. Y. C. R. R., 750 Courtlandt Ave., New York City................................ Jan. 17, 1921

O'REILLY, ANTHONY RAUEN. Civ. Engr., Bureau of Water, City of Reading, 226 Clymer St., Reading, Pa........................ Dec. 6, 1920

PEOTTER, GEORGE EDWARD. 1112 Lawrence St., Appleton, Wis......... Dec. 6, 1920

PETTIT, HOMER BANISTER. Lieut., Corps of Engrs., U. S. A., 6th U. S. Engrs., Camp Pike, Ark...................................... Dec. 6, 1920

PILOFF, ALBERT KAY. 89 Bainbridge St., Brooklyn, N. Y.............. Nov. 9, 1920

RANDALL, ALEXANDER BURTON. Philadelphia Representative, C. W. Leavitt, 209 South 16th St., Philadelphia, Pa................... Nov. 9, 1920

REINSTATEMENTS

MEMBERS — Date of Reinstatement.

GARRETT, JAMES EDWIN.. Jan. 17, 1921

ASSOCIATE MEMBERS

HART, LAURANCE HASTINGS.................................... Jan. 17, 1921

RESIGNATIONS

MEMBERS — Date of Resignation.

ADAMS, FREDERICK.. Dec. 31, 1920

ALBERTSON, CHARLES.. Dec. 31, 1920

BAYLISS, RAWLINSON TENNANT................................ Dec. 31, 1920

BENEDICT, HAROLD WILLOUGHBY............................... Dec. 31, 1920

BRADLEY, DANIEL EDWARD.................................... Dec. 31, 1920

CHAPPELL, THOMAS FENNING.................................. Dec. 31, 1920

CONNOR, SAMUEL POWERS..................................... Dec. 31, 1920

DILLMAN, GEORGE LINCOLN................................... Dec. 31, 1920

DONOVAN, CORNELIUS.. Dec. 31, 1920

EMBURY, AYMAR, 2D... Dec. 31, 1920

FELTON, BURTON ROGERS..................................... Dec. 31, 1920

HOUGH, ULYSSES B.. Dec. 31, 1920

MEMBERS (*Continued*)

	Date of Resignation.
Ingalls, Owen Lovejoy	Dec. 31, 1920
Klinck, John Henry	Dec. 31, 1920
McKinstry, Charles Hedges	Dec. 31, 1920
Minor, Cyrus Edward	Dec. 31, 1920
Nostrand, Peter Elbert	Dec. 31, 1920
Palmer, George Frederick	Dec. 31, 1920
Raikes, Hugh Percival	Dec. 31, 1920
Reynders, John Van Wicheren	Dec. 31, 1920
Ross, Alexander Bell	Dec. 31, 1920
Rourke, Joseph Aloysius	Dec. 31, 1920
Steep, James Bigelow	Dec. 31, 1920
Stockett, Alfred Walton	Dec. 31, 1920
Street, Leonard Lee	Dec. 31, 1920
Vaughan, Charles Herbert	Dec. 31, 1920
Waldron, Albert Edwin	Dec. 31, 1920
Weber, Alexander Hamilton	Dec. 31, 1920
Wilder, Clifton White	Dec. 31, 1920
Wilson, Frederick Charles	Dec. 31, 1920
Wood, Frederic James	Dec. 31, 1920
Wynn, Wesley Akers	Dec. 31, 1920

ASSOCIATE MEMBERS

Barker, Charles Whitney Tillinghast	Dec. 31, 1920
Bickerton, Wilbur Earl	Dec. 31, 1920
Biggs, Carroll Addison	Dec. 31, 1920
Burr, Frank Marvin	Dec. 31, 1920
Caldwell, John Worde	Dec. 31, 1920
Chivers, Norman Moore	Dec. 31, 1920
Compton, Arthur Mandeville	Dec. 31, 1920
Corlett, Bertram Edwin	Dec. 31, 1920
Cunningham, Stanley	Dec. 31, 1920
Dodge, Ralph Emerson	Dec. 31, 1920
Drayton, Newbold	Dec. 31, 1920
Egbert, Warren	Dec. 31, 1920
Emerson, Kenneth Bales	Dec. 31, 1920
Frisbie, Henry Charles	Dec. 31, 1920
Gilbert, Archibald Marvine	Dec. 31, 1920
Goodman, Harry Minott	Dec. 31, 1920
Gould, Chester Mason	Dec. 31, 1920
Graves, George Augustus	Dec. 31, 1920
Greenman, Russell Soule	Dec. 31, 1920
Gregory, Whitney Irwin	Dec. 31, 1920
Haldeman, Walter Stanley	Dec. 31, 1920
Harper, Frederick Clayton	Dec. 31, 1920
Hastings, Hudson Bridge	Dec. 31, 1920
Hicks, William Frederick	Dec. 31, 1920
Holliday, Robert Fleming	Dec. 31, 1920
Jones, Thomas John	Dec. 31, 1920
Kelly, Warren Winfield	Dec. 31, 1920
Lannan, Louis Edgar	Dec. 31, 1920

ASSOCIATE MEMBERS (*Continued*)

	Date of Resignation.
Leal, Henry Way	Dec. 31, 1920
Lincoln, Levi Bates	Dec. 31, 1920
Lynch, Tillman Davis	Dec. 31, 1920
Manning, William Sheppard, Jr.	Dec. 31, 1920
Massenburg, Walter Gray	Dec. 31, 1920
Maul, Theodore Russell	Dec. 31, 1920
Moore, Sherman	Dec. 31, 1920
Morrow, Samuel Roy	Dec. 31, 1920
Paterson, Charles Judson	Dec. 31, 1920
Pratt, Richard Alexander	Dec. 31, 1920
Pyzel, Ewald	Dec. 31, 1920
Quinby, Charles Edward	Dec. 31, 1920
Reynolds, Lafayette Clowe	Dec. 31, 1920
Rickard, John Philip	Dec. 31, 1920
Sanger, Edmund Phipps	Dec. 31, 1920
Sears, Walton Harvey	Dec. 31, 1920
Smith, Herbert James	Dec. 31, 1920
Sprague, Edwin Loring, Jr.	Dec. 31, 1920
Swartwout, Roy Adolf	Dec. 31, 1920
Teichert, Adolph, Jr.	Dec. 31, 1920
Van Vleck, James Brackett	Dec. 31, 1920
Wall, George Albert	Dec. 31, 1920
Wassner, Michael	Dec. 31, 1920
Watson, David Loyall Farragut	Dec. 31, 1920
Weiss, Herman Otto	Dec. 31, 1920
Werbin, Israel Vernon	Dec. 31, 1920
Westover, Henry Christopher	Dec. 31, 1920
Wood, Charles Hancock	Dec. 31, 1920
Zachry, John Low	Dec. 31, 1920

ASSOCIATES

Braine, Lawrence Fulton	Dec. 31, 1920
Chapman, Mellville Douglas	Dec. 31, 1920
Headley, William Thomas	Dec. 31, 1920

JUNIORS

Alber, Harry Conrad Francis	Dec. 31, 1920
Beard, Vivian Dangerfield	Dec. 31, 1920
Cook, Clarence Westgate	Dec. 31, 1920
Crane, Will Edwin	Dec. 31, 1920
Du Pre, Wallace Duncan	Dec. 31, 1920
Durfee, Walter Hetherington	Dec. 31, 1920
Horan, Harold Joseph	Dec. 31, 1920
Preston, John Owings	Dec. 31, 1920
Quincy, Edmund	Dec. 31, 1920
Renshaw, Alfred	Dec. 31, 1920
Watson, David Mowat	Dec. 31, 1920

DEATHS

ARMSTRONG, ANTHONY GEORGE. Elected Associate Member, November 9th, 1920; died January 24th, 1921.

HUMPHREYS, DAVID CARLISLE. Elected Member, November 2d, 1887; died January 11th, 1920.

KNOCH, JULIUS JAMES. Elected Associate Member, October 2d, 1901; died September 26th, 1920.

ROBINSON, WILLIAM HARPER. Elected Member, March 1st, 1910; died December 29th, 1920.

SATTLEY, ROBERT CARLOS. Elected Member, September 3d, 1913; died December 31st, 1920.

SCHNEEWEISS, ADOLPH EUGENE. Elected Member, October 5th, 1909; died December 25th, 1920.

SKILTON, GEORGE STEELE. Elected Member, September 7th, 1881; died January 10th, 1921.

SMITH, M. EVERHART. Elected Member, May 7th, 1879; died January 24th, 1921.

Total Membership of the Society, February 3d, 1921, 9 874.

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AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

CONTENTS

DISCUSSIONS AND MEMOIRS READY FOR DISTRIBUTION

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For Index to all Papers, the discussion of which is current, see the back of the cover

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

This Society is not responsible for any statement made or opinion expressed in its publications

PROGRESS REPORT OF THE SPECIAL COMMITTEE TO CODIFY PRESENT PRACTICE ON THE BEARING VALUE OF SOILS FOR FOUNDATIONS*

TO THE AMERICAN SOCIETY OF CIVIL ENGINEERS:

Your Special Committee appointed "To Codify Present Practice on the Bearing Value of Soils for Foundations, and Report upon the Physical Characteristics of Soils in Their Relation to Engineering Structures" respectfully submits the following statement of its activities.

During 1920, three meetings have been held, the minutes of which have been submitted to the Society. Although the work of the Committee has not involved obligations or large expenditures, it has been conducted for the past year or two without financial support by the Society. A budget for the coming year, however. has been submitted to the Board of Direction which, if approved, will give the Committee much needed funds to continue its studies, if the Society so desires.

Your Committee here records with regret, the resignation of Edwin Duryea, M. Am. Soc. C. E., because of ill health. From the first meeting to the present time he has sustained his interest by participating in the Committee's complex problems and their development. His ability and assistance are here formally recognized by his colleagues who extend to him their hope for his early restoration to health.

The Committee has followed its past practice of presenting its report in the form of appendices, of which this report contains six, as follows:

Appendix I presents definitions of soils in order to stimulate discussion of local soils and their characteristics. Throughout the West there are a number of soils with which the members of the Committee are not familiar, and they would like to hear from members of the Western districts in order to include all soils of importance.

In Appendix II the mineral composition of soils has been considered. This study, taken from *Bulletin No. 85,* U. S. Department of Agriculture, is a synopsis of the subject from the agronomist's point of view, and is helpful because of the indirect effect of composition on the physical characteristics of soils. It may be noted that soils in the arid and glacial areas possess a great variety of minerals, and soils in the humid areas have little variation in composition.

Appendix III describes a simple procedure for ensuring uniformity of practice in regard to color of soils, in deference to the natural practice of describing soils by their color.

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* Presented to the Annual Meeting, January 19th, 1921. Previous Progress Reports of this Special Committee have been published in *Proceedings,* Am. Soc. C. E. (Papers and Discussions), February, 1915, p. 491; March, 1916, p. 343; August, 1917, p. 1171; and August, 1920, p. 905.

Appendix IV is a revision and rearrangement of the important factors in soil classification in which the controlling influence and importance of capillary water are emphasized. This water is constant. Water of gravitation will vary with the seasons or with topography. The water content is an important factor in any scheme of soil classification. The texture, or size-grades, of soils is equally important, as extremes in size-grades control the type of soil. For instance, it must also be admitted that the influence of colloidal clays is quite pronounced in tension and shearing tests. This may possibly lead to important results. Further experimentation is desirable. Porosity relates to the total pore space, whether occupied by water or not. It differs from absorption, which refers to the quantity of water taken up. It, also, is a factor of importance.

To avoid any further misunderstanding as to terms, Appendix V is submitted for discussion. It contains definitions of settlement, allowable loads, displacement, bearing capacity, etc. These terms are somewhat vague, and the Committee thought it desirable to submit definitions of them for consideration.

Appendix VI describes laboratory apparatus which was developed in 1914 and 1915. The Committee commenced its laboratory work with a standard apparatus used by agronomists, but this was subsequently found to be unsuited for the purposes of the Committee, and was replaced by instruments developed for the needs of the case as occasion required. This has entailed much study and labor, the usual accompaniment of original research work.

There is one outstanding feature to which your Committee would direct attention. In the development of screening and separating methods the substitution of a standard centrifugal force for gravity facilitates and improves the processes. For example, the use of the high-speed centrifuge has made possible the precipitation of microscopic and ultra-microscopic particles. Through this means the value of colloid clay has been identified and its collection simplified.

The Committee also is studying the engineering formulas now in use, and hopes to present a workable general formula at a later date.

It is extremely gratifying to your Committee to find, during the past year, an evident recognition of the importance of this problem, which is of a pioneer nature. The American Institute of Mining and Metallurgical Engineers has recently organized a similar committee. The National Research Council, the Bureau of Public Roads of the U. S. Department of Agriculture, the Federal Highway Council, and many universities and colleges have taken up divisions of the subject, and it is anticipated that satisfactory results will be available earlier than could otherwise be expected.

With your approval, the Committee will continue its work during the coming year.

Respectfully submitted,

ROBERT A. CUMMINGS,
Chairman.

COMMITTEE:

ROBERT A. CUMMINGS, *Chairman,*
WALTER J. DOUGLAS, *Secretary,*
E. G. HAINES,
ALLEN HAZEN,
J. C. MEEM.

APPENDIX I.

Definitions of Soils.

Your Committee has given further consideration to definitions for soils that will combine common and practical ideas with controlling physical factors. The difficulty is emphasized, however, through the frequent confusion of the physical state of the soil material with the soil as a mass. For example: "Quicksand" is a physical state of water and granular material, rather than a type of soil.

A general discussion of soils met with in construction work by members of the Society might develop further suggestions for definitions. For this reason some common definitions of soils are presented, as follows:

Alluvium.—The finer deposit of earth, sand, gravel, and other transported material, usually occupying the lower parts of valleys and great rivers, which has been washed away and thrown down by rivers, floods, or other causes, on land not permanently submerged.

Bog.—A quagmire covered with grass or other plants. It is defined by marsh and morass, but differs from a marsh as a part from the whole. Wet grounds are either bogs, which are the softest and too soft to bear a man; marshes or fens, which are less soft but very wet; or swamps, which are soft, spongy land on the surface, but sustain man or beast, and are often mowed. A little elevated spot or clump of earth in marshes and swamps, piled with roots and grass—this is a common use of the word in New England.

Clay.—A general name for cohesive soils. The name of certain substances which are mixtures of silex and alumina, sometimes with lime, magnesia, alkali, and metallic oxides. A species of soil which is firmly coherent, weighty, compact, and hard when dry, but stiff, viscid, and ductile when moist, and smooth to the touch, absorbs water greedily but not readily, diffusible in water and, when mixed, not readily subsiding in it.

Clay is also defined as the material resulting from the decomposition and consequent hydration of the feldspathic rocks, especially granite and gneiss, and of the crystalline rocks in general. As thus formed, it almost always contains more or less sand, or silicious material, mechanically intermixed. After this has been separated, the clay itself is found to consist of a hydrated silicate of alumina, but it is not yet positively determined that there is one definite combination of this kind constituting the essential basis of all the substances to which the name clay is applied. All clays contain hygroscopic water which may be expelled by heating to 212° Fahr., but they also contain water in chemical combination, and when this is driven off by ignition the clay loses its plasticity and shrinks in volume, neither of which can be restored by the addition of water. The lime and other impurities present in ordinary clay render it to a certain extent fusible. The purer varieties are refractory and are known as fire-clay. The plasticity of clay is of great importance, as without this quality it could not be easily worked into the various shapes for which it is used. On what condition it depends has not as yet been clearly determined. Clay is any mixture of silica and alumina in a finely pulverized condition; a mixture of granular materials and a colloid.

Clay is also defined as mixtures of minerals of which the representative members are silicate of aluminum, iron, the alkalis, or the alkaline soils. The hydrated

aluminum silicate, kaolin, is the most characteristic of these. Some feldspar is usually present. The grains of these minerals may show crystal faces (especially in the case of kaolins), but more commonly they are of irregular shapes; upon most of these grains is an enveloping colloid coating. This is mainly of silicate constitution, but may consist partly of organic colloids, of iron, manganese, and aluminum hydroxides, and of hydrated silicic acid. Quartz grains, which are generally present, do not have the colloidal coating, or have it in much less degree. Almost any mineral may be present in clays, and modify the properties somewhat. The combination of granular materials and colloids is in such proportion that when reduced to sufficiently fine size (by crushing, sifting, washing, or other means) and properly moistened with a proper quantity of water, plasticity is developed. If the colloid matter is in excess the clay is considered to be very plastic, fat, or sticky, but if the granular material is in excess it is called sandy, weak, or non-plastic.

The colloid matters in clay are non-crystalline, hydrated, gelatinous, aluminum silicates, organic colloid, gelatinous silicic acid, and hydrated ferric oxide. Rarely, aluminum hydrate may also be present.

Detritus.—A mass of disintegrated rock material, loose or uncompacted, worn and broken off from larger solid bodies, either water-worn or angular, and reduced by attrition to relatively small portions, as diluvial detritus. The term is especially applicable to a material which would be a breccia, or conglomerate, if consolidated into rock. When the portions are large, the word débris is used. More comprehensively, any broken or comminuted material worn away from a mass by attrition; any aggregate of loosened fragments or particles.

Diluvium.—A superficial deposit of sand, loam, gravel, pebbles, or other coarse detrital material wherever found, caused by the deluge or ancient currents of water.

Drift or Glacial Drift.—A heap of loose detrital material, fragments of rocks, boulders, sand, gravel, or clay, or other soil driven together, or a mixture of two or more of these deposits, resting on the surface of the bedrock.

Dust.—Fine, dry particles of soil, or other matter, so reduced to powder or attenuated that it may be raised or wafted by the wind; powder; fine soil.

Earth.—The particles which compose the mass of the terraqueous globe, but more particularly the particles which form the fine mold on the surface of the globe; or any indefinite mass or any portion of that matter.

Glacial Drift.—See Drift.

Gravel.—Small stones or fragments of stone or very small pebbles larger than the particles of sand, but often mixed with them.

Gravel may be caused to cohere by infiltrated calcareous or silicious matter, or by the effect of such infiltration combined with that of pressure, and is sometimes called natural concrete, and indurated gravel, conglomerates, and breccia.

Grit.—Angular, rough, hard particles of sand or gravel in a loose form. The term is also sometimes applied to this material in a combined, solidified form; for example, certain classes of sandstone from which grindstones are made.

Ground, or Filled Ground (*Made Land*).—The surface of land, or upper part of the earth, without reference to the materials which compose it. Ground is

applied to soil, indifferently, but it is never applied to the whole mass of the earth, nor any portion of it when removed. We never say a shovelful of ground.

Hardpan or Pan.—The hard stratum of consolidated soil underlying the surface soil; loess of 50 to 75% silt and up to 15% clay.

Loam.—A natural mixture of sand and clay with oxide of iron; a species of soil of different colors, whitish, brown, or yellow, readily diffusible in water. A clay soil containing more or less of carbonate of lime, and consequently effervescing with an acid.

Marsh.—A tract of low land, usually or occasionally covered with water, or very wet and miry, and overgrown with coarse grass or detached clumps of sedge; a fen. It differs from a swamp which is merely moist or spongy land, often producing valuable crops of grass. Low land occasionally overflowed by the tides is called salt marsh or tidal marsh.

Mold or Mould.—A fine soft soil, such as constitutes garden or vegetable mold.

Muck.—The term muck as commonly indicated by engineers and contractors generally means any excavated material removed or to be removed from an excavation. Hence, the allied term, "muckers" applied to laborers who handle broken rock, as well as earth or other excavated material.

A wet slimy mass of decaying or putrified vegetable matter; swamp muck; imperfect peat; the less compact variety of peat, especially the paring or tuff overlaying peat.

Mud.—Moist and soft soil of any kind, whether produced by rains on the earth's surface or by ejections from springs and volcanoes or by sediment from turbid waters; such material as is found in marshes and swamps, in the beds of rivers and ponds, or in highways after rain.

Ooze.—Soft soil mud or slime so wet as to flow gently, or easily yield to pressure.

Peat.—A brown soil of vegetable origin consisting of partly decomposed roots and fibers, more or less saturated with water. It is found in every stage of decomposition, from the natural wood to the completely black vegetable mold. It is produced under various conditions of climate and topography, and is of considerable importance in certain regions as fuel. Peat is very spongy, and contains a large quantity of water near the surface; the deeper down it is taken, the more compact it is. It is formed of vegetable matter undergoing decay and in some respects it is the modern representative of the coal of the earlier geological epoch.

Pebbles.—Roundish stone of any kind, from the size of a nut to that of a man's head.

Quagmire.—A soft, wet, swampy land, which has a surface firm enough to bear a person, but which shakes or yields under the feet.

Quicksand.—Sand easily moved or readily yielding to pressure; loose sand, abounding with water, such as a movable sand-bank in a sea, lake, or river; a large mass of loose or moving sand mixed with water formed on many sea coasts, at the mouths and in the channels of rivers, etc.; sand supersaturated with water temporarily, and when under pressure acting as a fluid.

Rock.—A large mass of stony matter, either bedded in the earth or resting on its surface.

Rock-Flour.—Microscopic sand, or rock pulverized to a degree of fineness resembling powder or dust.

Sand.—Any mass or collection of fine particles of stone, particularly fine particles of silicious stone, but not strictly reduced to powder or dust; dune sand.

Shale.—A fine-grained, indurated, clayey rock having a slatey structure.

Silt.—Fluvial sediment of mud or fine soil deposited from running or standing water.

Soil.—The unconsolidated veneer covering the rock crust of the earth. The upper stratum of the earth; the mold, or that compound substance which furnishes nutriment to plants, or which is particularly adapted to support and nourish them.

Till.—*See* Drift.

APPENDIX II.

Mineralogical Composition.

Your Committee has given further consideration to the influence of the mineral composition of soils. The failure of certain soils by decomposition or crushing of particles, has led to a fruitful field for study in the relation of the mineral composition to the physical factors. In this connection "sedentary" soils frequently retain the original minerals unchanged, whereas in "transported" soils the minerals present are those that most tenaciously resist wearing and weathering.

Mineralogically, the soil varies with its chemical composition; it may be calcareous, alkaline, ferruginous, inicallous, silicious, etc. The presence of oxidizable sulphides may cause heating and disintegration of the soil when exposed to the air. According to Dr. Donald F. MacDonald this happened locally in the Gaillard Cut, Canal Zone, Panama. It sometimes happens in coal and culm piles.

The leaching out of soluble sulphates or other salts may cause clays to disintegrate rapidly and slide. Calcareous material, if present, may also be dissolved out of clays, causing them to lose cohesion.

It is hoped that those who are mineralogically expert will present constructive criticism, or their experience with soil failures that can be attributed to the mineral nature of the soil.

The following is a synopsis of a study, by Dr. G. N. Coffey, of twenty-five surface soils from the Coastal Plain, Piedmont Plateau, and Limestone Sections of the United States, as found in *Bulletin No. 85,* U. S. Department of Agriculture.

Characteristics of Surface Soils.

A.—Arid soils have a large percentage of minerals other than quartz.

B.—Humid soils, with the exception of orthoclasse and microline, have less abundance of feldspars.

C.—The influence of topography on the surface soil is often very marked. In mountainous regions erosion allows only a thin mantle of soil to accumulate. The minerals show a very slight alteration indicating that weathering has not been acting for a very long period. In the plateau regions the surface is not broken, giving rise to less erosion, but more advanced decomposition.

D.—Limestone soils have little variations in minerals, and such as are present occur in very small particles.

E.—In the unconsolidated water-laid deposits of the Coastal Plain a high percentage of quartz is abundant.

F.—Soils formed from glacial material are characterized by a relatively large percentage of minerals other than quartz, especially in the sands. The grains are only slightly rounded.

G.—In loessial soils about 75% of the soil mass consists of silt. The grains are mostly angular, with some fairly well rounded.

H.—The total number of minerals found in the twenty-five surface soils is 34, the average number present in a sample being a fraction more than 13 (Table 1).

J.—There appears to be a considerable variation of mineralogical composition. Soils usually have a greater variation than rocks, since they are the dispersed products of rocks through degeneration and decomposition.

K.—The characteristics of the different minerals are as follows:

Quartz is the most abundant mineral occurring in every sample. Quantitatively, quartz constitutes from 50 to 95% of the surface soil, the average being 83%, but

TABLE 1.—Mineral Analysis of Twenty-five Surface Soils, from Bulletin 85, U. S. Department of Agriculture.

	Specific gravity.	Percentage of Occurrence.			Usual color.
		Abundance.	Less abundance.	Absence.	
Anhydrous Silicates:					
Feldspar Group:					
Orthoclasse	2.7	56	24	20	Reddish
Microline	2.55—2.57	40	40	20	"
Plagioclasse	2.61—2.76	20	32	48	Gray or white
Andesine	2.68	16	8	76	" " "
Oligoclasse	2.7	12	16	72	" " "
Albite	2.56—2.62	8	12	80	Reddish
Labrodorite	2.7	8	4	88	
Amphibole Group:					
Hornblende	2.9—3.5	48	44	8	Dark green and black
Actinoite	2.9—3.5	0	4	96	Bright green
Mica Group:					
Biotite	2.7—3.2	32	52	16	Brown, black or green
Muscovite	2.7—3.2	24	56	20	White to gray
Sericite	2.85	4	0	96	" " "
Phlogopite	2.7	0	4	96	Copper color
Epidote	3.3—3.5	32	64	4	Greenish
Pyroxene	3.2—3.6	8	16	76	White, green or black
Augite	3.2—3.6	8	0	92	Green to black
Garnet	4.0—4.1	8	32	60	Var. usually red
Tourmaline	2.94—3.2	4	80	16	" " black
Hydrous Silicates:					
Chlorite	2.65—2.96	8	72	20	Usually dark green
Serpentine	2.2—2.7	0	4	96	Greenish
Oxides:					
Quartz	2.65	100	0	0	Var. white, red, black
Magnetite	5.16—5.18	4	20	76	Iron black
Ilmenite	4.5—5.0	4	4	92	" "
Hematite	4.8—5.3	4	0	96	Iron black to deep red
Carbonates:					
Calcite	2.5—2.72	4	4	92	White or colorless
Phosphates:					
Apatite	3.15—3.16	0	48	52	Green or brown
Zircon	4.6	4	84	12	Pale yellow to red, brown
Rutile	4.18	0	68	32	Reddish brown
Fluorite	3.01	0	16	84	
Titanite	3.5	0	8	92	
Staurolite	3.65	0	4	96	

it constitutes less of silt than of sand, indicating that a smaller percentage would be found in clay. The quantity of quartz is greatest in surface soils derived from rocks that have undergone the most attrition and decomposition.

Quartz occurs in largest quantities in the southeastern part of the United States.

Epidote is the next most common mineral, followed by hornblende and the two feldspars—orthoclasse and microline. The latter were not found in the reddish soils.

Of all the varieties of minerals, feldspar occurs next in abundance to quartz. The plagioclasse feldspars—labrodorite, andesine, oligoclasse, and albite—do not appear where the soil is subjected to the greatest leaching and attrition.

The micas—biotite and muscovite—occur rather frequently. Chlorite, zircon, tourmaline, and rutile are all common minerals, but are seldom abundant, the three latter being hard-weather resisting minerals.

The apparent reason for the small occurrence of the iron minerals—magnetite and hematite—in surface soils is due to the fact that organic matter attacks iron very readily. Iron is commonly found in rocks.

L.—The mineralogical determinations were applied solely to the twenty-five surface soils from a composite of ten samples. Since the surface soils in the southeastern portion of the United States are more sandy than the subsoils, a large percentage of quartz might be expected in the latter. It is also probable that the larger percentage of organic matter in the surface soils would cause more leaching to take place, and that the subsoil would not only show a smaller percentage of quartz but also a greater variety of minerals.

A greater percentage of minerals is found in the north, due to the glacial action of grinding down of rocks containing various materials.

APPENDIX III.

The Color of Soils.

Your Committee adheres to the statement made in a previous report that the color of the soil has a very limited physical significance. In deference, however, to the universally established habit of referring to color in describing soils, a simple procedure is here presented to ensure uniformity of practice.

Although the color of soils is influenced by the mineral composition, drainage, and content of organic matter, the time color is that which it possesses when exposed under field conditions. Soils that vary in color may be described as mottled.

In positioning a soil in the color scheme, it is desirable to avoid precise variations. The method developed, however, introduces accurate comparisons by adapting the idea of whirling disks of various colors. Table 2 presents the results of experiments to determine the composition of fifteen standard colors. These are sufficient for the range of ordinary soils.

The seven columns of percentages in Table 2 have reference to seven paper disks of standard colors. Each disk, 5 in. in diameter, is slit from the center to the circumference, in order to enable other color disks to slide between and expose the percentage of color desired, as seen in Fig. 7. The percentages are obtained by

markings on a 5½-in. disk, at the back. This enables a quick and ready adjustment of color disks adaptable to any color of soil.

The color disks have holes 2 in. in diameter in their centers, to fit over the clamps on the top flange of an open brass cup. In this cup is placed the sample of soil, and it is fastened concentrically with the shaft of a small electric fan motor. The color disks and sample are rapidly rotated by the operation of the motor in a horizontal position (see Fig. 7). The varying percentages of the exposed color disks and the color of the sample of soil are thus easily comparable. When the color of the soil and of the rotating disk match, the percentages may be read and identified in Table 2.

TABLE 2.—COMPOSITION OF FIFTEEN STANDARD COLORS.

Color of Soil.	Percentages of Standard Colors.						
	Black.	White.	Red.	Orange.	Yellow.	Green.	Blue.
Black:	100	..	..	..	..	..	..
Blue:	..	5	..	..	..	13	82
Light Blue	..	22	..	..	..	22	56
Gray:	81	16	..	..	..	..	3
Yellowish	32	17	5	14	25	..	7
Drab	44	41	..	9	6	..	..
Yellow:	..	10	..	..	90	..	..
Reddish	..	13	44	..	43	..	..
Red:	..	..	90	10	..	..	..
Purplish	..	2	77	..	..	..	21
Light	..	5	75	20	..	..	..
Dark	80	13	..	..	..	..	7
Brown:	75	5	15	..	5	..	..
Light	46	4	..	26	24	..	..
Dark	88	..	..	6	6	..	..

APPENDIX IV.

Revised Soil Classification.

Your Committee submits a revision of the proposed classification of soils to which has been added a further sub-division termed "colloids", for the determination of which a centrifuge of very high rotating speed is necessary (about 40 000 r.p.m.). The Committee is not at present in a position to enter into details as to this class of material, but tension experiments conducted upon mixtures of the "colloids" and Ottawa sands have shown such surprisingly high strength as to indicate its great importance. In fact, it now appears that this element alone, or together with water, may account in a large measure for the cohesiveness of soils. The subject is to be further followed up by the Committee, and reported on later.

"Structure" has been changed to refer to the arrangement of the soil mass on bedding, instead of the particles. It is an important factor.

"Porosity" is defined as the equivalent of density or percentage of total pore space. It is an important physical factor, and often determines whether the soil particles are arranged loosely or compactly.

The water in soils may be either of a permanent or of a temporary nature. The permanent water above the water table is due to surface tension and is the capillary water content. Its determination is very important, for it resists the action of gravity and cannot be drained. The constant "dampness" of soils is traceable to this characteristic. The size and arrangement of the pores and the texture of the soil have controlling influence over the quantity of capillary water present. Excess water, or the water of gravitation, is that which responds to the action of gravity and is flowing to a lower level. Such water will vary with the seasons. The phenomena of slides are frequently due to excess water content. Your Committee will continue its study.

Revised Scheme of Classification.

Source of Material.—The following sub-divisions of sedentary and transported soils are recognized as representing the first factor in the divisions of soil classification:

Sedentary soils:

- Residual (formed in place);
- Cumulose (accumulated organic matter).

Transported soils:

- Colluvial, or gravity laid;
- Alluvial, or water laid, by streams, lakes, or oceans;
- Aeolian, or wind laid;
- Glacial, or ice laid.

TABLE 3.—Revised Size-Grades.

Separation methods.	Size-grades.	Diameter of Circular Openings, in Millimeters. Range of size-grades. Finer than	Coarser than
By count and perforated plate screen	Stones, coarse	256.0	128.0
	medium	128 0	64.0
	fine	64.0	32.0
	Pebbles, coarse	32.0	16.0
	medium	16.0	8.0
	fine	8.0	4.0
By wire screens	Grits, coarse	4.0	2.0
	medium	2.0	1.0
	fine	1.0	0.5
	Dust, coarse	0.5	0.25
	medium	0.25	0.125
	fine	0.125	0.0625
By electrification	Flour, Coarse	0.0625	0.0312
	medium	0.0312	0.0156
	fine	0.0156	0.0078
	Powder, coarse	0.0078	0.0039
	medium	6.0039	0.0019
	fine	0.0019	......
By super-centrifuge	Colloids		

Mineral Composition.—This relates to the evident abundance of minerals in the composition of soils.

Structure.—This refers to the natural occurrence of the soil in beds, masses, pockets, or stratified in layers, and the dip of same, and occasionally by cracks, fissures, etc.

Porosity.—This refers to the arrangement of the particles of the soil. It is the density or percentage of total pore space, and is also an important factor.

Water Content.—This refers to the volume of pore space occupied by water. It is an important physical factor.

Texture.—This refers to the relative range ratio and mid-grain size, as determined from plotting the mass diagram of a granulometric analysis.* It is constant and is recognized as an important factor.

Variations in the shape of particles may modify the textural class, such as, flat shaley, slaty, sharp, angular, rounded, corroded-surface grains or fragments of rocks.

The revised size-grades of particles have been tentatively grouped, as in Table 3.

APPENDIX V.

Definitions of Settlement, Allowable Load, Etc.

Settlement.—Settlement is defined as the change of horizontal plane of any part, or all, of a structure, occurring after the beginning of construction. Some settlement occurs before the completion of the structure, and some continues for a time after completion. After reaching a state of rest, other work near-by may influence the soil bearing the structure and cause vertical motion again to take place. This may occupy but a short period of time, after which the structure again comes to rest. Such vertical motion, or settlement, is due to a number of causes. The excavation of the soil and the preparation of the bed of the foundation disturbs a portion of the grains at the surface of the soil, and they become somewhat loosely associated. The application of weight to soil in that condition naturally compresses it. The excavation of the soil also removes a considerable weight from the plane at which the foundation is to be started. The removal of that weight permits certain soils to swell or increase in volume due to loss of the restraining influence of the soil itself, thereby becoming less compact than before the excavation. This latter part is negligible from an engineer's point of view.

The building of the foundation has a tendency to compress the soil to, or even exceeding, the degree to which it was originally compressed. The addition of more weight to the foundation than that of the soil removed for its preparation at once increases the compressive stresses, and reduction of volume and consequent settlement take place up to the yield point of the soil for such compression. If the load is increased beyond that limit, displacement of the soil takes place due to the crushing of the grains, or actual movement of the grains from their original position. All these effects are accompanied by a settlement of the structure. In brief, soil acts in much the same manner as other elastic bodies, within certain limitations.

These different movements or compressions in any soil where it is possible to

* See Progress Report presented January 21st, 1920; *Proceedings*, Am. Soc. C. E., August, 1920, p. 912.

build without the use of piles, or in other words, where there is not an excess of water causing a more or less viscous condition of the soil, are illustrated by a fairly regular form of compression curve. Such a curve shows a relatively large compression at the beginning of the application of the load, diminishing rapidly as the load is applied, then a considerable increase of weight with a fairly regular compression, until finally rapid break-down occurs as displacement or crushing of the grains of the soil takes place.

Even in wet ground, and using piles, much the same form of compression curve is obtained. There is relatively little resistance at the beginning of the curve, increasing as the soil is compacted and the excess water is driven out. As the grains take an elastic bearing, there is a quite wide range of safe compression. This is lost on overdriving, because actual displacement of a considerable quantity of the surrounding soil results, which is thus somewhat restored to its original condition and further compression is necessary to develop its elastic resistance. The resistance is also often restored by a period of rest, during which there is a readjustment of the grains. Such a readjustment also takes place in the grains in the case where piles are driven by jacks, and it is found that if the jacks are released without restraining the piles, further penetration is necessary to secure the same degree of resistance. All these things point to a high degree of elasticity of the soil considered as a mass.

Settlement, as herein defined, should not be confused with the shrinkage of a mass of soil in a loose state from its own weight or by the action of the weather.

Allowable Load.—The allowable load is, in most cases, determined by the question of settlement and the effect of such settlement on the proposed structure. It is obvious that for certain types of structures the settlement should be kept to an absolute minimum, because such settlement, or at least unequal settlements in different parts of the structure, will cause physical damage. For example: if a highly ornamental cut-stone building settled unequally in different parts, it might be much disfigured and injured by reason of spalling or cracking. On the other hand, an elevated railway carried by independent piers may settle considerably at one or more of the bearings with no evidence thereof whatever, except as indicated by the grade of the track. Structures on pile foundations, particularly around harbor and river work, almost invariably settle, but usually they are of a type and designed so that a reasonable amount of settlement is not injurious.

It is believed that the limit of allowable load should be based on some definite portion of that part of a compression diagram showing a practically uniform rate of compression with increase of load. The amount of such percentage should vary with the type and importance of the structure. Manifestly, structures such as reservoirs containing fluids, where settlement would cause cracking and leaks, should be limited to a much smaller percentage of the ultimate load than the column piers of an elevated railroad, isolated monuments, etc.

The possibility of water reaching the soil beneath a foundation should receive careful consideration. Certain soils, such as sand and gravel, are not materially affected by saturation, but are readily eroded by flowing water. On the other hand, clay is not eroded by flowing water, but the surface is readily softened and, when so softened, is plastic and flows under pressure.

Subject to the above considerations, it is the opinion of the Committee that, for the greater number of types of structures, the safe bearing value of soil should be limited to one-half the value, shown by a compression diagram, between the point where the soil is merely compacted and that where displacement begins. That value can be modified as needed, either way, depending on the character and importance of the structure proposed. Such a value agrees fairly well with common practice and usual soil conditions as they have been observed.

It should be noted that allowable load, as herein defined, may be regarded as a function of settlement, whereas bearing capacity may be regarded as the ultimate load the soil will bear without displacement, and displacement is the ultimate measure for settlement. With this in view, the Committee proposes to submit to the membership a blank form on which to record observed settlements and loads, with the desire that such records be submitted to it for compilation.

Code for Soil-Testing Apparatus.—The notes on the drawings submitted and published with the 1920 report* on the use of the soil-testing apparatus appear to be fairly clear as far as dry soils are concerned. The discussions of the Committee seem to indicate, however, that certain phases of the case should be further considered, such as that of wet ground. To use the apparatus proposed in wet ground at all, it would be necessary to unwater the soil, at least until the time the apparatus was in place, because it is presupposed that the soil beneath the bearing-plate is dressed to a fairly smooth contact with the bearing-plate. This could not be done under water, particularly if the soil contained stones or gravel. A test on soil, however, should represent the value of that soil under its actual working conditions, and if the soil is unwatered for the purpose of placing the apparatus, the water should be allowed to return before making the test.

If the test is made on wet soil without special precautions, using the apparatus described, it is believed that there would be a squeezing out of the soil between the edges of the bearing-plate and the tile which surrounds it. It is suggested that this might be overcome in a manner similar to that used in a press for fruit pulp by spreading a strip of burlap, or other similar material—which would permit the water to pass through and retain the grains of the soil—over the surface before placing the bearing-plate, tile, and back-filling. It is not believed that the burlap would have any appreciable effect on the recorded bearing value of the soil.

Under the conditions described, however, there would be a possibility of the surrounding soil rising from the pressure exerted by the compression plate. The recording gauge attached to the side of the pit, or the compression post itself, therefore, should be referenced in some manner to the elevation of a point beyond the zone of influence. This might be conveniently done with an engineer's level.

Your Committee has developed a small type of soil compression apparatus (Fig. 1) based on the principle of penetration. The instrument has had considerable use and is believed to give consistent results. It is comparable in its action to the larger type of field-testing apparatus submitted in the 1920 report of the Committee, and is designed to give the amount of penetration for a given pressure on 1 sq. in. (in circular form) in any given length of time, the larger type of apparatus having been designed to test an area of 1 sq. ft.

* *Proceedings*, Am. Soc. C. E., August, 1920, p. 905.

In this connection attention should be called to the fact that all such tests are relative only, the penetration not varying inversely with the area on account of the pyramiding effect of soil stresses in compression. This is equally true of foundations in general. In the case of both the large and small compression machines, bearing-plates of varying areas may be used to suit soil conditions.

APPENDIX VI.

Laboratory Apparatus.

The Committee has not heretofore entered into the question of laboratory equipment. A considerable amount of work, however, has been done for the purpose of grading soils and soil materials. The equipment may be divided into the following classes:

1.—Centrifugal separator (not now in use).
2.—Centrifugal elutriator (not now in use).
3.—Centrifugal compactor.
4.—Tension and shearing apparatus.
5.—Sample washing machine.
6.—Centrifugal screening apparatus.
7.—Schultze elutriator.
8.—High-speed centrifuge.
9.—Rotating color disks.

Illustrations of these machines are presented herewith, although some have been abandoned as in the case, for example, of the centrifugal separator (Fig. 2) which illustrates the principle of separating the fine material in flowing water by the application of centrifugal force, and the centrifugal elutriator (Fig. 3), which is a later development of the same principle in combination with the ordinary elutriator, but arranged horizontally so that the water flows toward the axis of rotation. Fig. 3 also shows the centrifugal compactor, which was developed in order to obtain uniform density in the packing of samples of granular material to be used in tests.

Fig. 4 illustrates the apparatus finally developed for making tension and shearing tests of soil samples under varying degrees of compaction. Considerable time and thought was expended on the method to be adopted for sampling soils, various types of equipment and containers being devised. However, the Committee finally came to the conclusion that the simple method of using a sharpened shell to dig into the soil to remove it, was the most satisfactory solution for small samples. For more accurate and reliable tests, however, it is desirable to take as large a volume as possible. For instance, a unit of 10 to 20 cu. ft. should be removed, and the weight, porosity, water content, etc., determined.

Fig. 5 and the diagram, Fig. 9, show the machine which was developed for washing samples. Figs. 6 and 7 illustrate the centrifugal screening apparatus developed for separating the size-grades without the necessity of drying the sample, thereby avoiding the errors resulting from such drying due to the caking of the clay on the granular material.

Fig. 8 shows the ordinary Schultze elutriator, as arranged in the laboratory for trial tests.

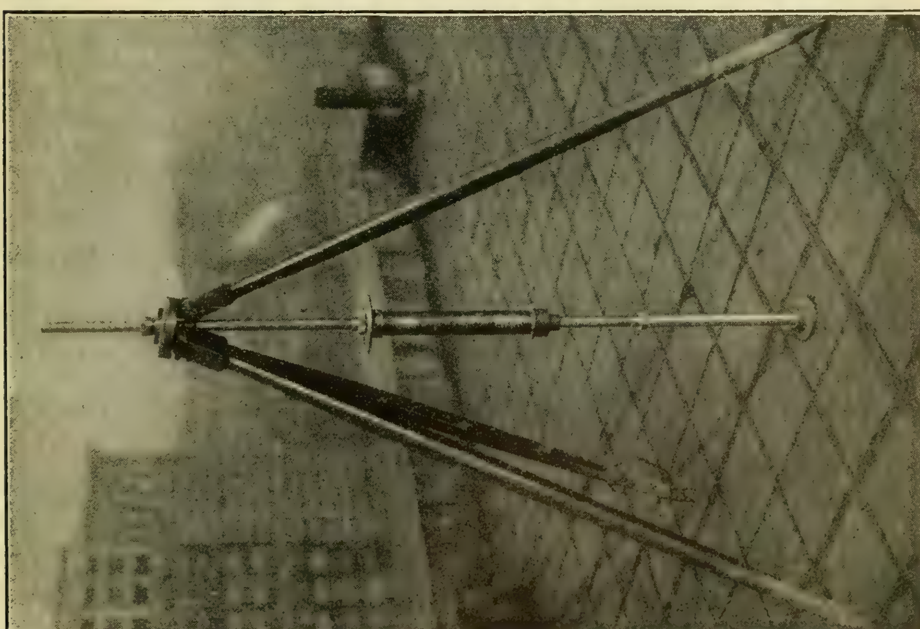


Fig. 1.—Small Type of Soil Test Apparatus.

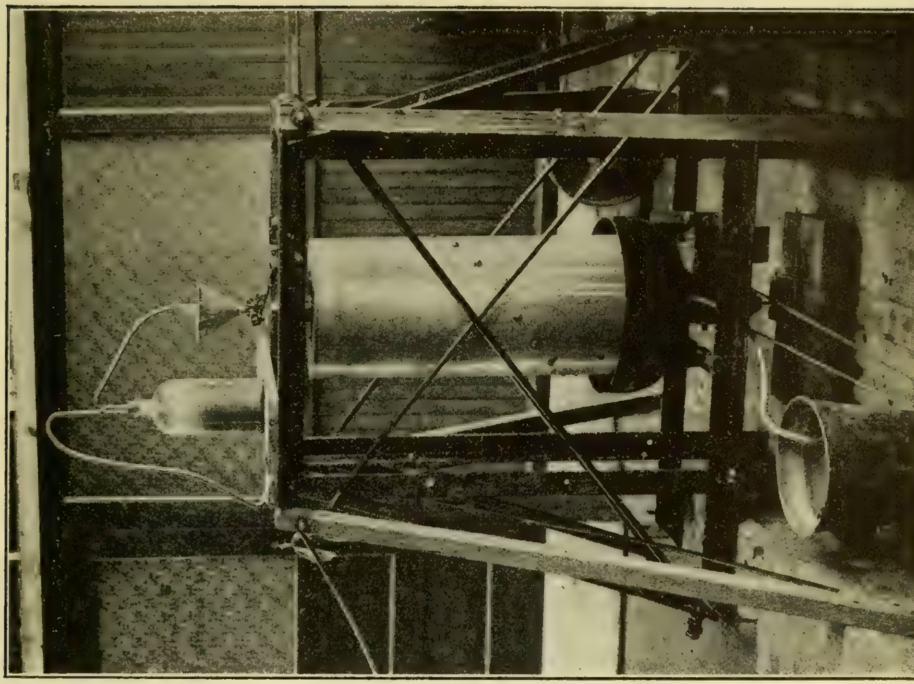
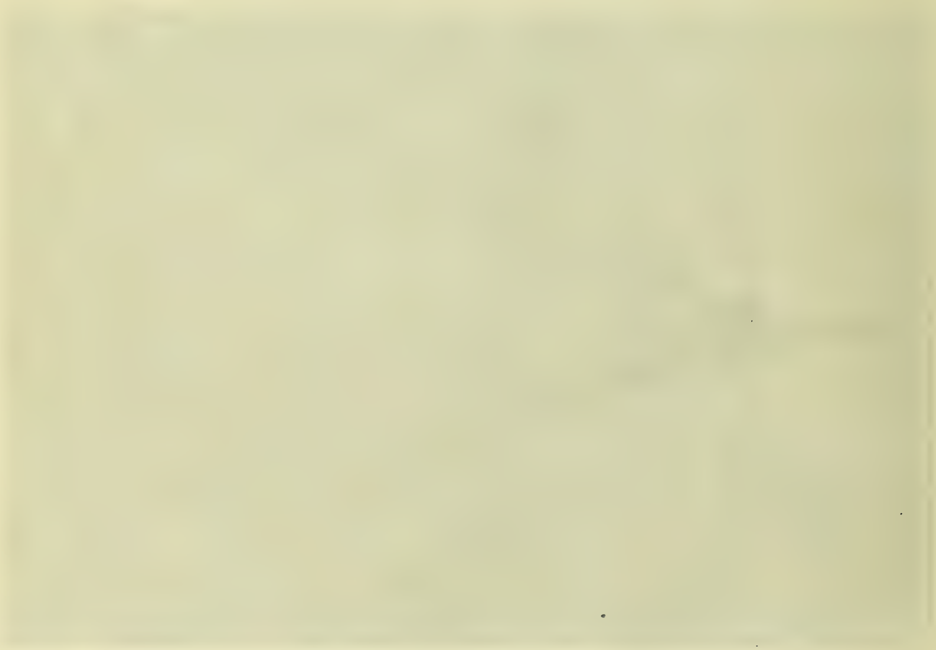


Fig. 2.—Centrifugal Separator.



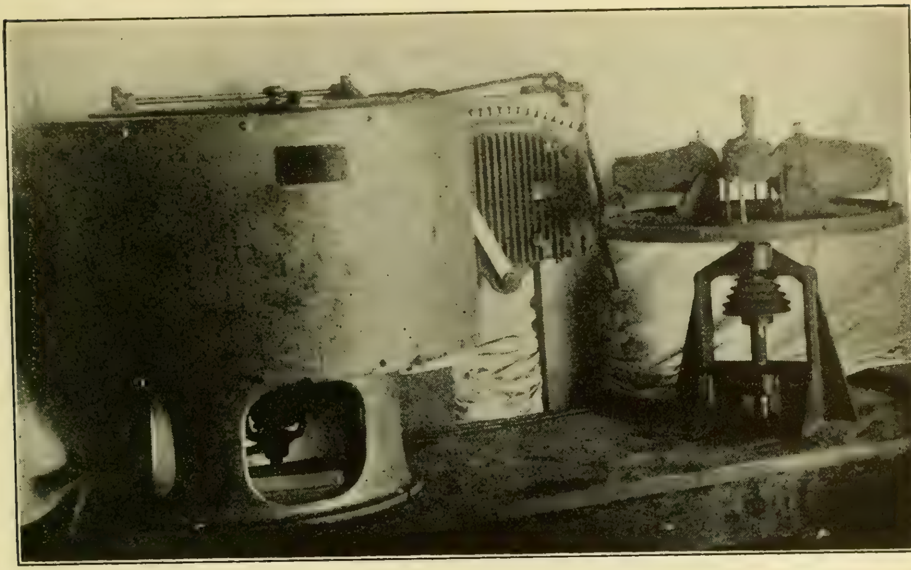


FIG. 3.—CENTRIFUGAL ELUTRIATOR (ON RIGHT), AND CENTRIFUGAL COMPACTOR (ON LEFT).

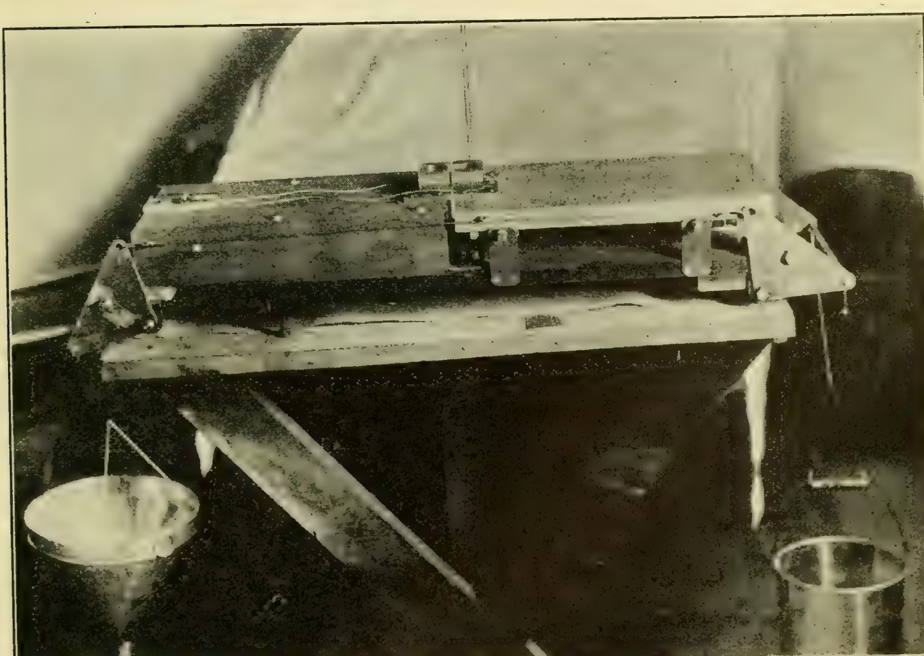


FIG. 4.—TENSION AND SHEARING PLATFORM.

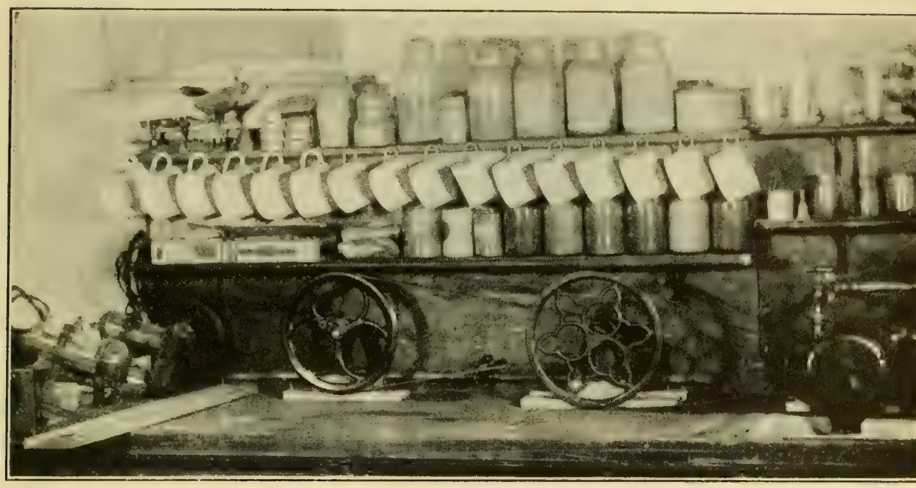


Fig. 5.—Sample Washing Machine Run by Water Motor.

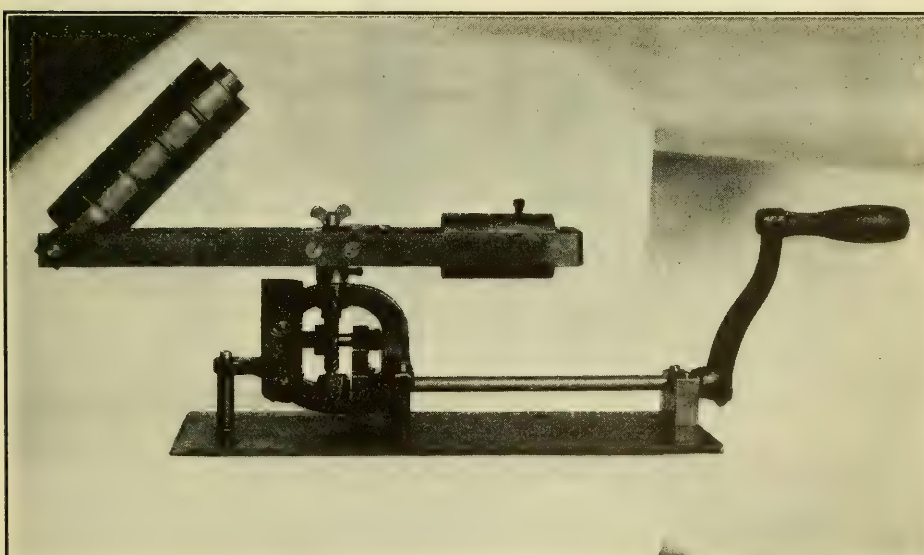
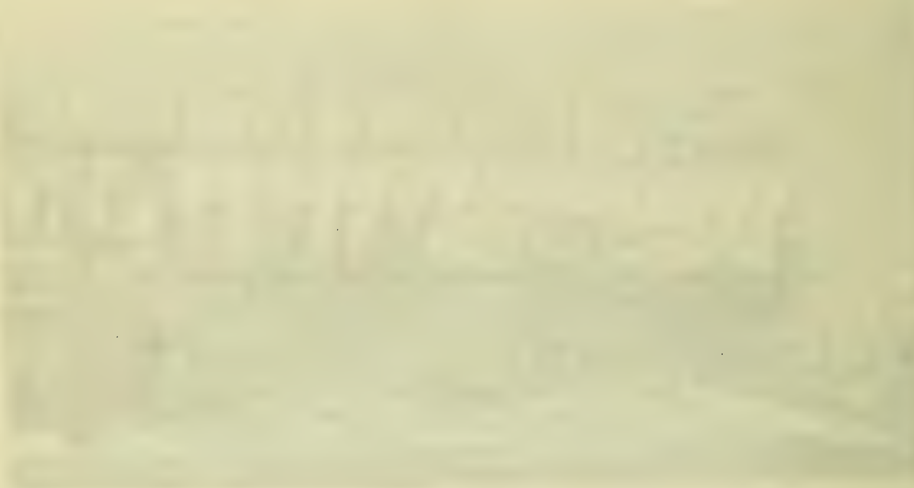


Fig. 6.—Centrifugal Screening Apparatus.



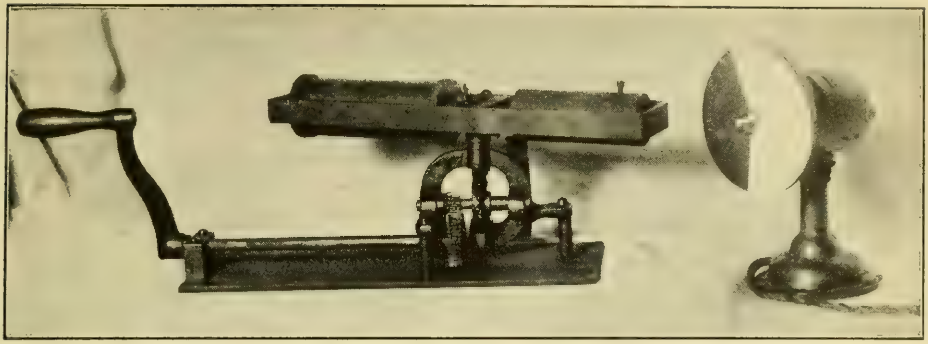


FIG. 7.—SCREENING APPARATUS (LEFT), AND ROTATING COLOR DISK (RIGHT).

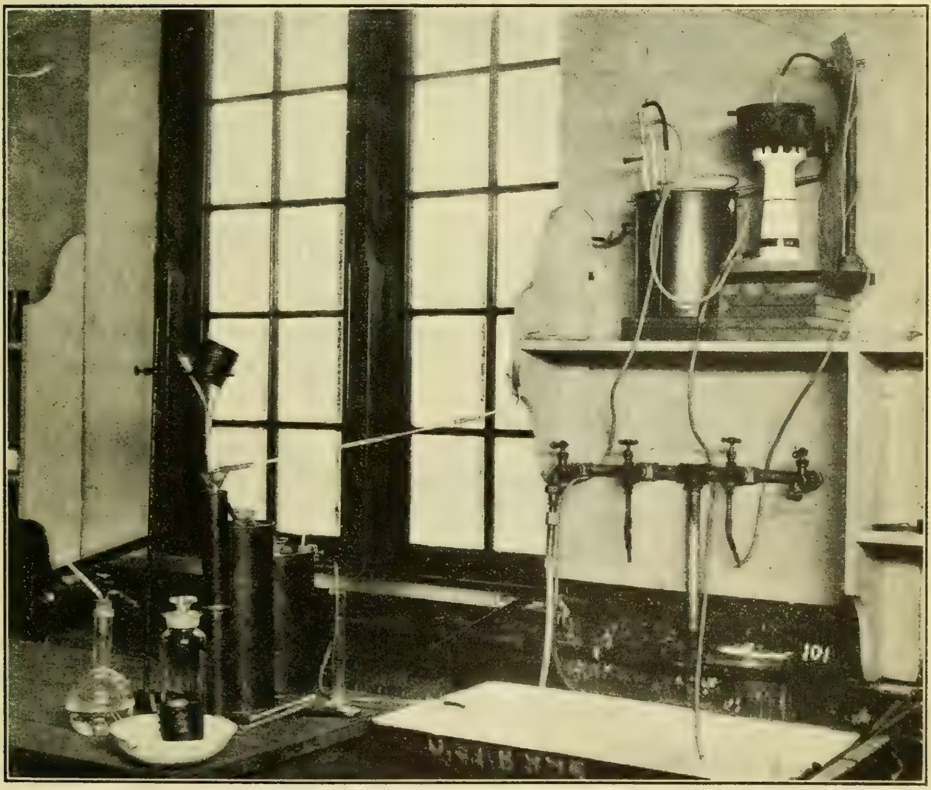


FIG. 8.—SCHULTZE ELUTRIATOR.

An apparatus known as the super- or high-speed, centrifuge, was found necessary in the attempt to separate the suspended matter remaining in the overflow water from the elutriators. This material has marked cohesive properties, as mentioned elsewhere in the report. All indications point to the fact that this material and water constitute elements of extreme importance in the physics of soils.

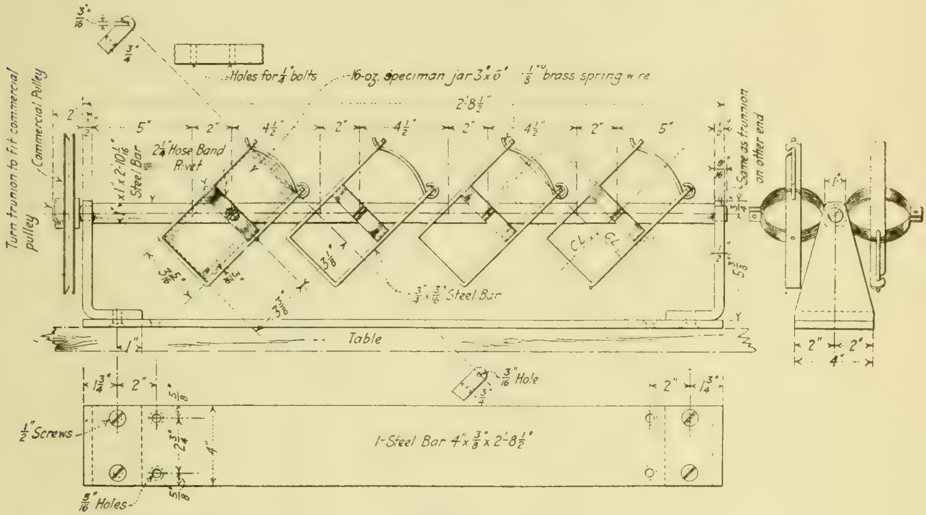


FIG. 9.

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VOL. XLVII—No. 3

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AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

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MINUTES OF MEETINGS

OF THE SOCIETY

March 2d, 1921.—The meeting was called to order at 8.25 P. M.; President George S. Webster in the chair; Herbert S. Crocker, Acting Secretary; and present, also, 255 members and guests.

The minutes of the Annual Meeting, January 19th, 1921, and of the meeting of February 2d, 1921, were approved as printed in *Proceedings* for February, 1921.

The President announced the closing of the polls on the ballot for the proposed Amendments to the Constitution, and the appointment of the following Tellers: Messrs. J. Wright Taussig, Chairman, Frederick N. Hatch, Victor G. Thomassen, H. Ridgway, Arthur Hirst, H. Malcolm Pirnie, George H. Preston, and L. W. Weed.

Benjamin Franklin Cresson, Jr., M. Am. Soc. C. E., Chief Engineer of the New York-New Jersey Port and Harbor Development Commission, presented the most important phases of the report of that Commission, including particularly the proposed belt lines, automatic-electric freight subway system, and joint car-float and lighterage stations for the Metropolitan District of New York City. The subject was discussed by Messrs. T. Kennard Thomson (with lantern slide illustrations), O. H. Ammann (who presented parts of a contribution by G. Lindenthal), B. F. Fitch, J. P. Hallihan, and George W. Kittredge.

The Acting Secretary presented the following report of the Tellers appointed to canvass the ballots for the proposed Amendments to the Constitution, and reported that all these Amendments had failed to receive the necessary two-thirds vote:

Report of Tellers Appointed to Canvass Letter-Ballot on Amendments to the Constitution.

"New York, March 2d, 1921.

"The Tellers appointed to count the ballots upon the Amendments to the Constitution, submitted to letter-ballot of the Corporate Membership by the Annual Meeting of 1921, presents its report as follows:

"Total number of ballots received		1 605
"Excluded ballots:		
"From members in arrears of dues	9	
"Without signature	6	
"With identification other than written signature	1	16
"Total ballots counted		1 589

Amendment	Yes	No	Amendment	Yes	No
a*	152	1436	7	360	1197
b	243	1319	8	376	1181
c	251	1315	9	379	1175
d	251	1314	10	370	1189
e	231	1333	11	393	1158
f	222	1345	12	362	1187
1†	252	1312	13	373	1182
2	236	1322	14	181	1365
3	229	1331	15	183	1367
4	262	1300	16	185	1359
5	237	1318	17	269	1276
6	280	1268			

"Respectfully submitted,

(Signed) "J. W. Taussig, *Chairman,*
Frederick N. Hatch,
Victor G. Thomassen,
H. Ridgway,
"Arthur Hirst,
H. Malcolm Pirnie,
George H. Preston,
L. W. Weed."

* Amendments "a", "b", "c", "d", "e", and "f" were published in full in *Proceedings,* Am. Soc. C. E., September, 1920, as Nos. 1, 5, 6, 7, 9, and 11, respectively, pages 715 to 719.

† Amendments Nos. 1 to 17, inclusive, are published in full on pages 327 to 336 of this issue.

The Acting Secretary announced the following deaths:

ALEXANDER MACKENZIE, of Washington, D. C., elected Member, February 2d, 1887; Honorary Member, May 12th, 1905; died February 23d, 1921.

EDWARD CHESTER BARNARD, of Washington, D. C., elected Member, December 3d, 1902; died February 6th, 1921.

ROBERT CARLOS SATTLEY, of Chicago, Ill., elected Member, September 3d, 1913; died December 31st, 1920.

JAMES CRUICKSHANK SCORGIE, of Cambridge, Mass., elected Member, November 4th, 1908; died February 16th, 1921.

HARRY ELSTNER TALBOTT, of Dayton, Ohio, elected Member, June 6th, 1900; died January 31st, 1921.

ALFRED THOMAS TOMLINSON, of Toronto, Ont., Canada, elected Member, September 7th, 1887; died January 21st, 1921.

JULIUS JAMES KNOCH, of Little Rock, Ark., elected Associate Member, October 2d, 1901; died September 26th, 1920.

MICHAEL JOSEPH MCDONOUGH, of Denver, Colo., elected Associate Member, January 2d, 1907; died February 13th, 1921.

FREDERICK CRAMER MIEROW, of Lakewood, N. J., elected Asssociate Member, November 9th, 1920; died January 18th, 1921.

ELIOT NICHOLS SMITH, of Lisbon, N. H., elected Junior, April 2d, 1907; Associate Member, June 30th, 1910; died February 15th, 1921.

Adjourned.

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ROADS					
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PROPOSED AMENDMENTS TO THE CONSTITUTION

The following proposed amendments to the Constitution, as submitted by various members of the Society, were mailed to the Corporate Membership on December 4th, 1920, in accordance with Section 3 of Article IX thereof, and were considered at the Annual Meeting held in New York City, January 19th, 1921. They are here numbered in accordance with the letter-ballot canvassed at the meeting of March 2d, 1921.*

AMENDMENT No. 1

Amend Article II.—Membership:

Add Section 9 as follows:

"9.—Local sections, composed of members of all grades, may be established in such localities as may be approved by the Board of Direction.

"Not less than six months after the adoption of this amendment, the Board of Direction shall promulgate a uniform charter for the organization and government of the local sections, such charter to provide for not less than twenty-five members for each local section, and for at least one meeting annually. The charter also shall make provision for insuring a *bona fide* membership, either by the payment of dues, the amount to be fixed by each section, or by attendance on meetings, or by participation in the affairs of the section.

"Said charter shall be forwarded to the local sections or associations now working under authorization of the Board of Direction for suggestions and approval, and when approved by a majority of the local sections and associations and the Board of Direction, shall become the uniform charter for all local sections.

"On initiative of the Board of Direction or any three local sections, amendments in the charter may be brought before the Board of Direction and all the local sections for consideration, and when approved by the Board of Direction these amendments shall become a part of the uniform charter.

"When in the opinion of the Board of Direction any local section shall have failed to act for the best interest of the Society, or shall have acted in a manner detrimental to the Society or any of its members, the Board may prefer charges against the local section. These charges shall be in writing and shall be forwarded to the officers of the offending local section, and to all other local sections. Within three months after forwarding the above charges, the Board of Direction may, by a two-thirds vote, revoke the charter and dissolve the membership of the offending local section.

"The Board of Direction shall annually assign, from the funds of the Society, to each local section, a sum not to exceed two dollars for each member belonging to that section.

"Local sections shall be encouraged by the Board of Direction to participate in the affairs of the Society, but shall not assume to speak for the Society unless authorized by the Board of Direction."

AMENDMENT No. 2

Amend Article VII.—Nomination and Election of Officers:

Amend Section 2 to read as follows:

"2.—Directors shall be selected by the Corporate Membership of the geographical district which they are to represent, and must be resident therein.

"Not later than the first day of April of each year, each local section shall choose a delegate to represent it at a District Conference, to be held within each

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* See page 302.

district, not later than the first of May, at a place and time agreed upon by a majority of the delegates.

"Said District Conference shall be composed of all the delegates in each district, or if there be but one local section within the district, the Conference shall be composed of the members of said local section. The District Conferences shall organize, elect a Chairman and Secretary, and shall select a candidate or candidates for Director in such districts entitled to elect a Director, at the ensuing election; that is, so as to provide with the Directors holding over, six Directors residing in District No. 1, and twelve Directors divided equally with regard to number and residence among the remaining districts, and shall also select a candidate or candidates resident within the district, for member of the Nominating Committee, to serve for the ensuing year.

"Not later than the first of June, the secretaries of the District Conferences shall report the aforesaid selections to the Secretary of the Society, who shall thereupon immediately notify each person of his selection, and ascertain his acceptance or declination. The Secretary of the Society shall prepare a ballot, to be known as a Preferential Ballot, so arranged by districts that the corporate members residing in each district may vote for the candidates selected within that district, and not later than the first of August shall mail to every corporate member whose address is known, this preferential ballot, containing the names of the candidates selected by the District Conferences. Should a nominee decline such selection, or should he be declared ineligible by the Board of Direction for the office for which he is selected, his name shall not be sent out, but the Secretary shall leave a space where his name would have appeared, with an explanation of the reason for the omission of the name. The Preferential Ballot shall also contain a blank space below each name, so that another name may be suggested by the voter. Corporate members shall vote only for the candidates for the district in which the voter is resident.

"The polls for the Preferential Ballot shall close the twenty-first of September, and the ballots shall be canvassed by a committee appointed by the Board of Direction. The candidates for Director receiving the highest number of votes in the respective districts shall be known as the Official Nominees, provided their acceptance is obtained by the Secretary.

"The three candidates receiving the highest number of votes for Nominating Committee in each district shall be known as the Preferential Candidates for the Nominating Committee."

Add Section 3 to read as follows:

"3.—There shall be elected annually as hereinafter provided, thirteen corporate members (not officers of the Society), one from each of the thirteen districts, who shall serve for one year and shall be a committee to nominate the general officers of the Society, that is, a President, two Vice-Presidents and a Treasurer.

"This Committee shall meet at the Annual Convention of the Society, or at any time or place which may be agreed upon by a majority of its members, but said meeting shall not be later than the first day of September. At this meeting this committee shall elect from its members a Chairman and Secretary. At all meetings of the Committee seven members shall constitute a quorum. If at any stated or called meeting of the Committee there shall not be a quorum present, then such members as are present shall call an adjourned meeting for the transaction of the Committee's business. This Committee shall select nominees to fill the offices of President, two Vice-Presidents and Treasurer. In case any nominee or officer shall change his residence from one district to another, he shall continue to represent the district in which he resided when nominated.

"A list of the nominees for the general officers shall be presented by the Secretary of the Nominating Committee to the Board of Direction not later than the twenty-first day of September, and the Secretary shall thereupon immediately notify each nominee of his nomination and ascertain his acceptance or declination. These nominations for general officers, together with the nominations for

Directors, as provided under Section 2, shall be known as "Official Nominations", and shall be such as to provide with the officers holding over the officers provided for in Article V."

Amend and renumber Section 3 to read as follows:

"4.—Directly after the first day of November, the aforesaid list of nominees shall be mailed to every corporate member whose address is known, provided that if any person shall be found by the Board of Direction to be ineligible for the office for which he is nominated, or should a nominee decline such nomination, his name shall not be sent out but the Board shall substitute another name therefor. The Board shall also fill any vacancies in the list of nominees up to the time the ballots are sent out."

Renumber Section 4 to read "Section 5".

Amend and renumber Section 5 to read:

"6.—At least thirty days before the Annual Meeting there shall be mailed to every corporate member whose address is known a letter-ballot with envelopes for voting. This ballot shall include the names and residences of all persons nominated in accordance with this Article, and their grades of membership. Under the names of the nominees for each office so printed there shall be provided a space for the use of the voter if he desires to substitute another name.

"Nominations by Declaration shall be distinguished from Official Nominations by some convenient mark or words. There shall also be printed on the ballot, in a separate list, the names and residences of the signers of each Nomination by Declaration.

"Voters may strike out the name of any nominee printed on the ballot, and may substitute therefor, in writing or by paster, the name of any person eligible for office, but the number of names voted for for any office shall not exceed the number of persons to be elected for such office. Ballots not complying with these provisions shall be rejected.

"Accompanying the ballot for officers there shall be sent, by districts, to the corporate members, district ballots containing the names of the "Preferential Candidates" for Nominating Committee, with envelopes, each district ballot to contain only the names of the Preferential Candidates, nominated for that district, with a space provided under the names so that the voter may substitute another name.

"Directions in accordance with these provisions shall be issued with the ballots."

Renumber Section 6 to read "Section 7".

Renumber Section 7 to read "Section 8", and revise the last line to read: "The presiding officer shall announce to the meeting the names of those elected."

AMENDMENT No. 3

Amend Article II.—Membership:

Add Sections 9 and 10 as follows:

"9.—There shall be established in each geographical district of the Society not less than one nor more than ten Local Sections. These Sections shall have such powers as may be herein prescribed and shall act under such rules and regulations as may be from time to time prescribed by the Board of Direction.

"Every member of the Society shall identify himself for purposes of administration with a Local Section, or in default of voluntary action shall be assigned for such purposes to the most suitable Local Section.

"10.—There shall be set aside annually from the Society's funds as a credit for each Local Section a sum equivalent to not less than one dollar nor more than

two dollars for each member thereof, which credit shall be available to meet the expenses of such administrative performances as may be required of Local Sections, and any surplus remaining after said expenses are met shall be applied to the ordinary running expenses of the Section."

AMENDMENT No. 4

Amend Article III.—Admissions and Expulsions:

Amend Section 4, first paragraph, to read as follows:

"4.—The ballots shall be letter ballots in a form prescribed by the Board of Direction. They shall be mailed to each member of the Board of Direction, and shall state the date on which the ballot is to be canvassed, which shall not be less than twenty days after the issue of the ballot.

"Ballots from at least three-fourths of the membership of the Board of Direction must be received to constitute an election, and three or more negative votes shall exclude from election. In case of exclusion no notice thereof shall be entered on the minutes, but the candidate shall be notified."

AMENDMENT No. 5

Amend Article V.—Officers:

Amend Section 1 to read as follows:

"1.—The Officers of this Society shall be a President, four Vice-Presidents, fifteen Directors, a Secretary, and a Treasurer. These Officers, with the exception of the Secretary, together with the last five living Past-Presidents, who continue to be members, shall constitute the Board of Direction, in which the government of the Society shall be vested, and who shall be the Trustees as provided for by the laws under which the Society is organized."

Amend Section 2 to read as follows:

"2.—The terms of office of the President, Secretary and Treasurer shall be one year; of the Vice-Presidents two years; and of the Directors, three years. Provided, that all members of the Board of Direction at the time of the adoption of this Amendment shall serve thereon until the completion of the terms for which they were elected.

"The term of each officer shall begin at the close of the Annual Meeting at which the election of such officer is announced, and shall continue for the period hereinbefore named, or until a successor is duly elected."

Amend Section 5 to read as follows:

"5.—The Secretary and Treasurer shall be Resident Corporate Members during their terms of office, and at least one Vice-President shall be a resident of either New England, New York, New Jersey, Pennsylvania, Delaware, Maryland or the District of Columbia."

Amend by adding Section 6 to read as follows:

"6.—The fifteen Directors shall consist of three Directors from District No. 1, one of whom shall be elected each year, and one each representing the remaining 12 districts as hereinafter provided, of whom four, and two Vice-Presidents shall be elected each year."

AMENDMENT No. 6

Amend Article VI.—Management:

Amend Section 7 to read as follows:

"7.—The Board of Direction shall meet within thirty days after the Annual Meeting and shall then appoint from its members a Finance Committee of five, a Library Committee of five and a Committee on Publications of five.

"These Committees shall report to the Board of Direction, and perform the duties herein provided, and such others as may be assigned to them, under its supervision."

AMENDMENT No. 7

Amend Article II.—Membership:

Add Section 9 to read as follows:

"9.—There shall be established in each geographical district of the Society one or more Local Sections. These Sections shall have such powers and act under such rules and regulations as the Board of Direction may prescribe.

"Each member of the Society shall identify himself with a Local Section in the district in which he resides, or, in default of voluntary action, shall be assigned to the most suitable section in said district by the Board of Direction."

AMENDMENT No. 8

Amend Article III.—Admissions and Expulsions:

Amend Section 4 to read as follows:

"4.—The ballots shall be letter-ballots, in a form to be prescribed by the Board of Direction. They shall be mailed to each member of the Board of Direction, and shall state the date on which the ballot is to be canvassed, which shall be not less than twenty days after the issue of the ballot. At least twenty votes must be cast to constitute an election. Three or more negative votes shall exclude from election. In case of exclusion, no notice thereof shall be entered on the minutes, but the candidate shall be notified.

"A rejected applicant may renew his application for membership or transfer at any time after the expiration of one year from the date of the ballot rejecting his previous application."

AMENDMENT No. 9

Amend Article V.—Officers:

Amend Section 1 to read as follows:

"1.—The officers of the Society shall be a President, four Vice-Presidents, fourteen Directors, a Secretary, and a Treasurer. These officers, with the exception of the Secretary, together with the last three living Past-Presidents, who continue to be members, shall constitute the Board of Direction in which the government of the Society shall be vested, and who shall be the Trustees as provided for by the laws under which the Society is organized."

Amend Section 2 to read as follows:

"2.—The terms of office of the President, Secretary, and Treasurer shall be one year; of the Vice-Presidents two years; and of the Directors three years. Provided, that all officers of the Society at the time of the adoption of this Amendment to the Constitution shall be permitted to serve on the Board of Direction to the end of the terms of office for which they were elected, and provided further that at the first and second election following the adoption of this Amendment no Director shall be elected from District No. 1.

"The term of each officer shall begin at the close of the Annual Meeting at which such officer is elected, and shall continue for the period above named or until a successor is duly elected."

Amend Section 5 to read as follows:

"5.—The Secretary and the Treasurer shall be Resident Corporate Members during their term of office."

Add Section 6 to read as follows:

"6.—The fourteen Directors shall consist of two Directors representing District No. 1 and one each representing the remaining twelve districts as hereinafter provided. One-third of the Directors shall be elected annually, in such manner as shall preserve, as nearly as may be, the proper rotation of the term of three years."

AMENDMENT No. 10

Amend Article VII.—Nomination and Election of Officers:

Amend Section 2 to read as follows:

"2.—Directors shall be nominated by the Corporate Membership of the geographical districts which they are to represent, and may or may not be resident therein.

"Not later than the first day of April of each year there shall assemble in such geographical districts as are entitled to nominate a Director, representatives chosen by the Local Sections therein, which representatives shall have voting power in proportion to the respective memberships of the Local Sections represented.

"These representatives shall constitute the District Board and shall nominate a candidate or candidates for the office of Director for the said District and make announcement thereof to the District membership.

"If there be but one Local Section in the District said Section may nominate its candidate or candidates for Director in such manner, subject to the approval of the Board of Direction, as it may choose.

"Additional nominations may be made by declaration by at least twenty-five Corporate Members of said District forwarded to the said District Board within twenty days following said announcement.

"A letter ballot containing the names of the candidates so nominated, upon which the nominees of the District Board shall be designated, shall be mailed by said Board to each Corporate Member in the District not later than May first, and the ballots received prior to June first shall be canvassed by said Board and a report of the result thereof, certified by the said Board, shall be presented by the representatives of the Local Sections of said District to the Annual Conference of Representatives of Local Sections."

Amend Section 3 to read as follows:

"3.—The hereinafter provided Annual Conference of Representatives of Local Sections, at which the representatives shall have voting power in proportion to the respective memberships of the Local Sections represented, shall nominate one or more candidates to fill the offices of President, two Vice-Presidents, and Treasurer, to be elected at the next annual election; the written acceptance of each candidate must be obtained prior to his nomination.

"A list of said nominations, together with a list of the nominations for Directors by the several geographical districts, certified by the Chairman and the Secretary of the said Conference, shall be presented to the Board of Direction not later than the fifteenth day of September.

"The nominations thus made to be known as the "Official Nominations" shall be such as to provide, with the officers holding over, the officers provided for in Article V."

Amend and renumber Section 3 to read as follows:

"4.—Immediately after the first day of October the aforesaid list of nominees shall be mailed to every Corporate Member whose address is known, provided that if any person shall be found by the Board of Direction to be ineligible for the office for which he is nominated, his name shall not be sent out, but the Board shall substitute another name therefor, and further provided that in the event that the Annual Conference of Representatives fails to select a nominee for any

office as above provided for, the Board shall select a nominee therefor. The Board shall also fill any vacancies that may occur in the list of nominees up to the time the ballots are sent out."

Amend and renumber Section 4 to read as follows:

"5.—Additional nominations may be made by declaration, provided such declaration is accompanied by an acceptance of the nomination signed by the nominee, and is filed with the Secretary before the first day of December, and further provided that each declaration shall be signed by at least twenty-five Corporate Members. Nominations made in accordance with this Section shall be known as 'Nominations by Declaration'."

Amend and renumber Section 5 to read as follows:

"6.—At least thirty days before the Annual Meeting there shall be mailed to every Corporate Member whose address is known a letter ballot with envelopes for voting. This ballot shall include the names and residences of all persons nominated in accordance with Sections 3, 4 and 5 of this Article, and their grades of membership. Under the names of the nominees for each office so printed there shall be provided a space for the use of the voter if he desires to substitute another name. Nominations by Declaration shall be distinguished from Official Nominations by some convenient mark or words. There shall also be printed on the ballot the names of the representatives as stated in Section 3 of this Article, with the numbers of the Districts which they represent, and also in a separate list thereon the names and residences of the signers of each Nomination by Declaration.

"Voters may strike out the name of any nominee printed on the ballot for whom they do not wish to vote, and may substitute therefor, in writing or by paster, the name of any person eligible for the office; but the number of names voted for for any office shall not exceed the number of persons to be elected to such office. Ballots not complying with these provisions shall be rejected.

"Directions in accordance with these provisions shall be issued with the ballots."

Renumber Sections 6 and 7.

AMENDMENT No. 11

Amend Article VIII.—Meetings:

Add the following as Section 8:

"8.—There shall be held during the Annual Convention a conference of representatives from the local sections to consider the welfare of the Society and its members and to report thereon to the Board of Direction; one representative thereto from each Section shall be allowed traveling expenses within Continental United States on a mileage basis.

"Should the date of the Annual Convention be later than the first day of September, then the said Annual Conference shall be held not later than the first day of September, at a time and place to be agreed upon by a majority of the representatives.

"The Annual Conference of Representatives of Local Sections shall elect from among its members a Chairman and a Secretary to serve for one year beginning on the first day of the following November. At said Annual Conference a majority of the representatives shall constitute a quorum; if at said Annual Conference a quorum is not present, then such representatives as are present shall call an adjourned meeting."

AMENDMENT No. 12

Amend Article V.—Officers:

Strike out "Secretary" from Section 2.

AMENDMENT No. 13

Amend Article VI.—Management:

Strike out first paragraph of Section 4 and substitute the following:

"The Secretary shall be elected by the Board of Direction and shall serve until his successor is elected."

AMENDMENT No. 14

Amend Article III.—Admissions and Expulsions:

Strike out Section 4 and substitute therefor the following:

"4.—The ballots shall be letter-ballots, in a form to be prescribed by the Board of Direction. They shall be mailed to each member of the Board of Direction, and shall state the date on which the ballot is to be canvassed, which shall not be less than twenty days after the issue of the ballot. At least twenty-four votes must be cast to constitute an election. Five or more negative votes shall exclude from election. In case of exclusion, no notice thereof shall be entered on the minutes, but the candidate shall be notified.

"A rejected applicant may renew his application for membership or transfer at any time after the expiration of one year from the date of the ballot rejecting his previous application."

AMENDMENT No. 15

Amend Article V.—Officers:

Strike out Section 1 and substitute therefor the following:

"1.—The officers of the Society shall be a President, four Vice-Presidents, five Regional Directors, eighteen District Directors, a Secretary and a Treasurer, who shall constitute the Board of Direction in which the Government of the Society shall be vested, and who, with the exception of the Secretary, shall be the Trustees as provided for by the laws under which the Society is organized."

Strike out Section 2 and substitute therefor the following:

"2.—The terms of office of the President, Secretary, and Treasurer shall be one year; and of the Vice-Presidents, Regional Directors and District Directors, two years. Provided, however, that at the first election after the adoption of these amendments, five Regional Directors and six District Directors shall be elected, of whom two Regional Directors shall be elected to serve for one year only, and three for two years; provided, that three District Directors shall be elected to serve for one year only, and three for two years; and provided, also, that after the first election three Regional Directors shall be elected every even year and two every odd year, and that nine District Directors shall be elected each year.

"The term of each officer shall begin at the close of the Annual Meeting at which such officer is elected, and shall continue for the period above named or until a successor is duly elected."

Strike out Section 5 and substitute therefor the following:

"5.—At least one Vice-President, the Treasurer, one Regional Director and four District Directors shall be resident corporate members during their term of office."

AMENDMENT No. 16

Amend Article VII.—Nomination and Election of Officers:

Strike out Section 1 and substitute therefor the following:

"1.—The Board of Direction shall, from time to time, divide the territory occupied by the membership into fifteen geographical districts, to be designated by

numbers, and five regions to be designated by letters. District No. 1 shall be the territory within fifty miles of the Post Office in the City of New York. Each of the other districts shall be, as nearly as practicable, contiguous territory, and shall be designated as Districts Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15.

Strike out Section 2 and substitute therefor the following:

"2.—At the Annual Meeting of each year, sixteen Corporate Members, not officers of the Society, shall be appointed by the meeting to serve for two years. They shall be selected so as to provide, with the sixteen members holding over, four members from District No. 1, and two from each of the remaining fourteen districts; and these shall be a committee to nominate officers for the Society; provided that, at the first election after the adoption of these amendments, sixteen members shall be appointed for a term of two years, and nine members for a term of one year.

"The Board of Direction may prescribe the mode of procedure for appointing this committee, and fill any vacancies occurring therein.

"This committee shall meet at the Annual Convention of the Society, or at a time and place to be agreed upon by a majority of its members, but said meeting shall not be later than the fifteenth day of July. At this meeting this committee shall elect from among its members a Chairman and a Secretary to serve for one year beginning on the first day of the following September. At all meetings of the committee eighteen members shall constitute a quorum. If at any stated or called meeting of the committee there shall not be a quorum present, then such members as are present shall call an adjourned meeting for the transaction of the committee's business.

"This committee shall report nominees to fill the offices named in Article V, with the exception of the office of the Secretary, so as to provide with the officers holding over, one Vice-President, one Regional Director, and four District Directors residing in District No. 1; three Vice-Presidents, four Regional Directors, divided equitably as regards number and residence among the remaining Regions B, C, D and E, and fourteen Directors divided equitably with regard to number and residence among the remaining Districts 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15.

"In reporting candidates the Nominating Committee shall be governed by the choice of the membership in each district and region for District Directors and Regional Directors, respectively; such choice to be expressed by means to be prescribed by the Board of Direction.

"In case any nominee or officer shall change his residence from one district to another, he shall continue to represent the district in which he resided when nominated.

"Nominations under this Section shall be designated as 'Official Nominations'."

"A list of the nominees selected for the offices to be filled at the next Annual Election shall be presented by this committee to the Board of Direction not later than the first day of August, and the Secretary shall thereupon immediately notify each nominee of his nomination and ascertain his acceptance or declination."

AMENDMENT No. 17

Amend Article VI.—Management:

Amend Section 7, by inserting after the first paragraph the following:

"Within three months from the date of the Annual Meeting the Board shall also appoint a Committee on Public Relations and a Committee on Personal Welfare, each consisting of seven members."

Insert after Section 10 the following:

"11. The Committee on Public Relations shall be charged with the duty of making recommendations to the Board as to the action to be taken with respect to all matters which concern the welfare of the profession generally and its relation to the public.

"12. The Committee on Personal Welfare shall be charged with the duty of making recommendations to the Board as to the action to be taken with respect to matters which bear on the welfare of engineers individually, and on their relation to their fellow engineers, employers, and this society."

Amend Sections 11 and 12, by changing the numbers of such Sections to 13 and 14, respectively.

ITEMS OF INTEREST

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax.

A gift for research is a productive investment.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

American Contacts with Chinese Engineers

The Association of Chinese and American Engineers, organized in Peking on November 22d, 1919, with the sanction and approval of the Chinese Government, recently elected John F. Stevens, M. Am. Soc. C. E., as an Honorary Member. John R. Freeman and Philip W. Henry, Members, Am. Soc. C. E., are also Honorary Members.

Mr. Stevens is President of the Inter-Allied Technical Board of the Siberian and Chinese Eastern Railway, with headquarters at Harbin, Manchuria, supervising their technical and economic operation. These two lines form one transcontinental railway extending entirely across Siberia from Vladivostock on the east to Petrograd on the west, the Chinese Eastern Railway being that portion of

the system lying within the Republic of China and operated as an integral part of the system. This great artery of transportation is of the utmost importance to Siberia, for upon it depends not only the economic welfare of the immense territory it serves, but also the very existence of countless thousands.

The object of the Association of Chinese and American Engineers is "the advancing of engineering knowledge and practice, the maintaining of high professional standards, and the fostering of a spirit of co-operation and fellowship among engineers". In the first issue of its *Journal,* dated September, 1920, the situation as regards engineering opportunities and progress in China is well described in the introduction, extracts from which follow:

"It is now admitted by most people that a nation in the future cannot exist by itself or prosper by non-intercourse with other nations. The world is going forward too fast for the people of any nation to think of shutting themselves in from the outside world and expect to keep step with the progress of the times.

"China has accomplished many engineering works of magnitude in the distant past, but the development of the science of engineering seems to have been arrested many years ago, The modern Engineering Profession was not for many years encouraged by the Chinese Government, and only in recent years has a study been made of this very important profession by Chinese students. On this account the science of engineering in China, as it is understood in modern times, is far behind that of other nations.

"Fortunately, the Boxer Indemnity returned by the United States Government has made it possible for a large number of Chinese students to be sent to America to study and graduate in the different branches of engineering in American colleges. It is indeed interesting, however, to note that the number of Chinese students now in America supported by their parents, by fellowships, or by other funds from purely Chinese sources, is about three times the number that the Indemnity fund provides for—a splendid tribute to the value of Western education, and especially technical training.

"As a country, China is similar in many respects to America and since each year sees more of her sons educated in the schools and colleges of America, and each year sees a larger number of these students returning to China, it is only natural that the engineers of China and the engineers of America should cooperate and work together in the development of this country along modern scientific lines; for China, though old in history and culture, is new in her present form of government and in the science of engineering.

"Moreover, there is just cause for pride and pleasure in upholding and perpetuating the time-honored friendship between China and America, unbroken and unsullied by a single act of aggression.

"Many prominent men who have visited China and have made a study of her people have said that China is well supplied with scholars, politicians and laborers of all classes, but painfully short of technical men—men who can build her railways, develop her harbors and ports, construct her canals and control her rivers, who can open her mines, build her steel mills, install her hydro-electric plants, construct her highways, tramways, ships and all the other many and diverse works of modern civilization.

"There is no lack in China of laborers and artisans who can be taught to do all the manual work in a very satisfactory and creditable manner under proper supervision, but technical men, and especially engineers, are required to plan the work, to design the structures and to carry the execution of the work through to final completion.

"It is believed that China to-day stands upon the threshold of the greatest era in industrial development that this ancient nation has ever known. Within the passing of a few years the North and South and the East and West of China will be bound together by a great National transportation system. With the

building of a National system of railways the agricultural and mineral resources of the country will be developed far beyond our vision at this time. The products of the fields, forests, and mines will then find new markets throughout the country and in distant lands beyond the seas. New mills and factories and industrial plants of many kinds will spring up all over the country and new terminals and larger harbors and fleets of new ships will be required to handle the growing commerce of this the most populous nation of the world.

"With the advent of greater National prosperity, the conditions of living will be greatly improved. In hundreds of cities throughout China engineers will be engaged in the building of electric light plants, water-works, sewerage systems, highway and many other civic works, which mark the march of a nation along the paths of progress and material prosperity.

"If in this great era of construction, which will come like the dawn of a brighter day for China, after the storm of internal conflict has subsided, the Association of Chinese and American Engineers shall succeed in assisting, stimulating, and encouraging this great development; if by friendly aid, counsel and advice it shall promote and encourage a spirit of co-operation and good fellowship among engineers in this country, maintaining always high professional standards, it shall have achieved the objects for which the Association was organized.

"To the engineers of all nations the Association of Chinese and American Engineers sends greetings, and especially to those brother engineers across the broad Pacific, and to those societies and associations of engineers to which many of our members bear allegiance, we extend the right hand of fellowship."

Inaugural Meeting of Institution of Engineers of India

An Inaugural Meeting and the First Annual General Meeting of the Institution of Engineers of India was held on February 23d–24th, 1921, at Calcutta. The new President, Sir Rajendra Nath Mookerjee, K. C. I. E., Honorary Life Member, presented the Presidential Address. The Viceroy of India and the Governor of Bengal were present.

Meetings at which technical papers were read followed the Inaugural Meeting, and the visiting engineers were shown places of most engineering interest in and near Calcutta.

General Engineering Congress at Batavia, Java

At a meeting of the Board of Direction held on January 20th, 1920, E. A. Silagi, M. Am. Soc. C. E., and A. Groothoff, Assoc. M. Am. Soc. C. E., were appointed delegates to represent the Society at the General Engineering Congress held at Batavia, Java, May 8th–15th, 1920.* Mr. Silagi attended the Congress throughout its sessions, but Mr. Groothoff because of illness was unable to attend except the last two days when he presented his papers entitled "A Systematic Water Power Survey" and "The Development and Use of Water Power in Connection with Irrigation". Mr. Silagi, speaking for the Society at the final session, called attention to the cordial relations which had existed between the Royal Holland Institute of Civil Engineers and the American Society of Civil Engineers for more than a half century—since 1858. The delegates have submitted a report, an abstract of which follows.

The Congress was officially opened on May 8th by the Chairman, Mr. H. H. Damme, in the presence of His Excellency Count van Linburg Stirum, Governor-General of the Netherland's East Indies, and patron of the Congress. Hundreds were present at the various exercises throughout the week, and afterward were

* See also *Proceedings*, Am. Soc. C. E., February, 1920, p. 264.

entertained by excursions to the most interesting of the engineering works of Java. On account of transportation difficulties and the serious conditions in many European countries, the attendance was much less than had been expected.

Mr. R. A. van Sandick was the official representative of the Royal Institute of Engineers of Holland, the Government of the Philippine Islands was represented by fifteen special delegates presided over by José Paez, Director of Public Works at Manila, and W. P. S. von Stein Callenfels represented the Government of Siam. Australian, South African, American, German, and Scandinavian engineers were present, but the great majority of those in attendance were, of course, Dutch engineers.

The Congress was organized into six main sections, as follows: (1) Traffic, with sub-sections on ports, railways, telegraph and telephone; (2) irrigation, water supply and sanitary service; (3) roads and bridges, civil and military buildings, city planning; (4) industry and production of energy; (5) mining industry, and geology; (6) miscellaneous.

About 150 papers were sent to the Congress, the greater part of which were presented for discussion at the meetings.

Some personal impressions of the Congress as reported by the Society's delegates follow:

"1.—The spirit of co-operation and appreciation has been promoted not only between engineers individually, but also between the different Government services and private enterprises.

"2.—There was a general desire for regular future Congress meetings of engineers working in the Eastern countries and colonies. Mr. José Paez, Director of Public Works in the Philippines, in his final address, made a strong plea for the next Congress to be held at Manila.

"3.—Striking progress of the different Government engineering activities in the Dutch East Indies contributing to public welfare has been realized, especially concerning harbors, railways, roads, telephones, telegraphs, irrigation works, water power, and electric stations.

"4.—Government and private industries are promoting the industrial development of Java, which island is over-populated (30 000 000 inhabitants on 50 800 sq. miles, or 600 per sq. mile). The sugar industry has already attained great success in combining scientific agricultural methods with highly developed factory installations. The production per acre is much more than in Cuba.

"5.—From an American point of view, the invasion of technical products and machinery from the United States is interesting. A large part of these goods has been transported by American steamers. Motor cars are imported by thousands."

Bibliography on Reinforced-Concrete Ships

The Engineering Societies Library has completed the compilation of a bibliography on reinforced concrete ships (Search No. S 3 253) covering the years 1918-19-20. It contains 409 references, each accompanied by a short note, and covers 49 typewritten pages.

Copies may be had at a price of $45 each by addressing Harrison W. Craver, Director, Engineering Societies Library, 29 West 39th Street, New York City.

BRIEF NOTES

On November 30th, 1920, the total gross debt of the United States was about $24 172 926 000. Securities owned by the U. S. Government, compiled from reports

received by the Treasury Department, represent a grand total of about $11 157 556 000.

Reports issued in Paris by private industrial investigators confirm statements by Government bureaus that the German dye industry is now more complete in personnel and equipment and more completely organized for world trade than it was before the war.

According to a report of the National Highways Protective Society seventy-six persons were killed by automobiles in the State of New York, including New York City, during the month of February, 1921, as compared with twenty-six for the corresponding month in 1920. Of this total, automobiles caused the death of thirty-six and trolleys killed four in New York City.

The Annual Report of the U. S. Commissioner of Patents states that the calendar year 1919 was by far the busiest in the history of the Patent Office up to that time, but 1920 considerably surpassed it. In the number of applications for patents filed there was an increase of 7% over the preceding year and 43% over 1918; in trade-mark applications, the increase was 27% over 1919 and 126% over 1918; in total applications filed (including designs, labels, and prints) the increase was 10.4% over 1919 and 54% over 1918.

At least 8 500 000 automobiles, passenger cars, and motor trucks are in use in the United States. There are, in addition, nearly 400 000 farm tractors, more than 1 000 000 stationary engines of the internal-combustion type, and probably over 200 000 motor boats. These machines consume a large percentage of the 100 000 000 bbl. of gasoline, more or less, produced annually, and a large quantity of kerosene. In 1923 there will be in use probably more than 9 000 000 passenger cars, close to 2 000 000 motor trucks, more than 1 000 000 farm tractors, and 1 500 000 stationary internal-combustion engines. This means, without counting aircraft, over 13 000 000 machines of the various types mentioned.

The Forestry Commission for the development and conservation of timber resources of Great Britain, established in November, 1919, is reported to have planted in the first year of its existence 1 500 acres of land and to have acquired 90 000 acres for development and reafforestation. According to the tentative plan of organization, during the second year 5 000 acres will be planted. The programme covers in its entirety a period of at least 10 years, and if the plans under consideration are carried out a total area of 4 770 000 acres of forests will be provided in the United Kingdom. The Commission has also obtained possession of tracts of land totaling more than 300 acres of nursery ground, and its programme involves the ultimate rearing of 24 000 000 seedlings annually.

ACTIVITIES OF LOCAL SECTIONS*

Special Meeting of the Philadelphia Section

A special meeting of the Philadelphia Section was held at the Engineers' Club on February 7th, 1921, with about 75 members and guests present.

President John Meigs announced that he had been requested to call attention to a movement among affiliated societies in Philadelphia for the holding of joint meetings, and requested that action be taken. It was moved, duly seconded and carried, that this matter be referred to the Board of Direction for consideration and recommendation.

Secretary H. T. Shelley announced the death on December 5th, 1920, of Isaac W. Hubbard, M. Am. Soc. C. E. On motion, duly seconded and carried, the President was authorized to appoint a committee to prepare a memoir of Mr. Hubbard; the President appointed Messrs. M. R. Pugh and Howard D. Campbell.

A communication from the Secretaries of the four Founder Societies requesting the Section to take action in regard to the proposal for a directory of engineers, was presented. By vote of 1 "aye" to 25 "noes", the Section went on record as opposed to the proposition.

It was duly moved, seconded and carried, that certain communications and resolutions received from the Colorado Section and the Duluth Section relative to the Smith Bill, which permits the granting of reservoir rights in the southwestern part of the Yellowstone National Park, should be tabled for the present.

A communication from Acting Secretary H. S. Crocker in regard to co-operation with committees of various societies in order to obtain such action as may be possible to secure the appointment of an engineer on the Interstate Commerce Commission, was read. It was duly moved, seconded and carried, that this matter be referred to the Board of Direction for consideration and action.

A communication from Mr. W. L. Stevenson stating that a bill had been introduced in the State Legislature at Harrisburg, Pa., providing for the licensing of engineers, and suggesting that the Philadelphia Section, in conjunction with the Pittsburgh Section, take some action to safeguard the interests of the civil engineers of the State, was read. After discussion, it was moved, seconded and carried, that this matter be referred to the Board of Direction for action.

Emile G. Perrot, M. Am. Soc. C. E., as the speaker of the evening, gave an interesting talk on "Concrete Industrial Buildings", illustrated by a large number of lantern slides. A general discussion followed, participated in by Messrs. Meigs, Linker, Lockhart, Grellis, Gibbs, Burrows and Hollister.

Annual Meeting of Seattle Section

The Annual Meeting of the Seattle Section was held on January 31st, 1921, at the Chamber of Commerce, Seattle, Wash., Vice-President Carl H. Reeves in the chair, and present 45 members, 13 members of the University of Washington Student Chapter, and 4 guests. The Chairman welcomed the student members by a few remarks, which were supplemented by Messrs. Dimock and Allison, and responded to by Mr. Dimock, Jr., on behalf of the students. The Chairman read

* For list of Local Sections, Officers, Meetings, etc., see p. 358.

a telegram from the Acting Secretary of the Parent Society stating that the Board of Direction had authorized the formation of the University of Washington Student Chapter, and extending to it the official welcome of the Society.

A letter from the Secretaries of the four Founder Societies in regard to the publication of a biographical directory of engineers, was read. On motion, duly seconded and carried, action was deferred to the next meeting.

A letter from the Duluth Section in regard to the Smith Bill (H. R. 12 466), was read. On motion, duly seconded and carried, the Chair was authorized to appoint a committee to report on this bill. The Chair subsequently appointed Messrs. Jacobs, Dimock, Howes and Hussey to serve on this Committee.

The business session concluded with the election of the following officers:

President, T. E. Phipps; Vice-President, Bertram D. Dean; Secretary-Treasurer, Frank H. Fowler.

E. M. Chandler, M. Am. Soc. C. E., Chief Engineer of the Washington State Reclamation Service, gave a complete analysis of the Smith-Fletcher Bill now before Congress, and also of the activities of the State Board of Reclamation.

Commander N. H. Heck, Assoc. M. Am. Soc. C. E., of the U. S. S. *Explorer,* gave an exceptionally interesting description of recent work in Alaska in which sweeps were used to locate pinnacle rocks. This address was illustrated by many lantern slides.

Annual Meeting and Regular Meetings of Spokane Section

The Annual Meeting of the Spokane Section was held on December 10th, 1920, at Spokane, Wash., President Butler in the chair and 19 members present. The election of officers for the year 1921 resulted as follows:

President, E. G. Taber, 1st Vice-President, C. A. Burnette; 2d Vice-President, B. J. Garnett; Secretary-Treasurer, Charles E. Davis.

The retiring President submitted a report of the year's work, and it was moved, seconded and carried, that a copy of this report be sent to the Headquarters of the Parent Society.

On motion, duly seconded and carried, a committee of three, consisting of Messrs. Doolittle, Butler, and Hough, was appointed to recommend the continuance of Federal Aid by Congress.

The Secretary was instructed to write to the Portland Section and to the Seattle Section stating that the Spokane Section is supporting, and recommends the support of, the Parent Society's regular nominees for officers.

The Chair appointed a committee consisting of Messrs. Tiffany, Ralston, and Turner to investigate the question of storage of water in the Yellowstone Lake.

Meeting of January 14th, 1921.

At a regular noon meeting of the Spokane Section held on January 14th, 1921, 17 members present, a motion to make the dues for 1921 $2.00 was duly seconded and carried.

Action was taken appointing an Executive Committee to represent the Section on the Associated Engineers, as follows: President Taber, 1st Vice-President Burnette, Secretary-Treasurer Davis, and Past-President Butler.

MEETING OF FEBRUARY 11TH, 1921.

A regular noon meeting of the Spokane Section was held on February 11th, 1921; Vice-President Burnette in the chair, and 13 members present.

It was regularly moved, seconded and carried, that the Chair appoint a committee to communicate with the Governor of the State of Washington regarding the appointment of the head of the Department of Public Works, and to urge the appointment of an engineer to this position. The Committee was also requested to communicate with the Seattle Section, and urge similar action. Messrs. Butler and Doolittle were appointed to serve on this Committee.

Mr. Doolittle reported that the Committee on Federal Aid had made progress, and is still at work.

The Licensing Bill was discussed, but further action was deferred to a special meeting to be held on February 14th.

Mr. Butler reported briefly on his trip to Chicago as a member of the Committee on Referred Amendments, which was appointed to consider the proposed amendments of the Constitution of the Parent Society. Further discussion and action were deferred.

MEETING OF FEBRUARY 14TH, 1921.

A regular noon meeting of the Spokane Section was held on February 14th, 1921, 15 members present. The proposed Licensing Law was discussed, and a vote taken indicated that 12 members favored a law and 3 members opposed. On motion, the Chair appointed a committee consisting of Messrs. Dunham, Garnett, and Robinson, to study thoroughly the proposed bill, and report back at an early date.

Regular Meeting of the Southern California Section

At a regular dinner meeting of the Southern California Section held on February 9th, 1921, 56 members and guests present, a number of visiting engineers were introduced, including Messrs. E. S. Carman, President of the American Society of Mechanical Engineers, H. L. Doolittle, President of the Los Angeles Section of that Society, A. M. Hunt, Vice-President of the Parent Society, E. J. Schneider, Past-President of the San Francisco Section, and A. B. Villadsen, President of the Utah Section.

President Dennis introduced Mr. John A. Griffin, City Engineer of Los Angeles, as the principal speaker of the evening. Mr. Griffin presented a very thorough discussion of the sewage problem which confronts Los Angeles, clearly explaining the difficulties involved by the use of maps, diagrams and photographs taken during the January rain storm, showing the appalling situation in Los Angeles streets.

Mr. W. T. Knowlton, Sewer Engineer of Los Angeles, contributed to the discussion, and pointed out that the area necessary in order to dispose of the sewage effluent as estimated for the year 1950 would reach the enormous total of 100 sq. miles, if the anticipated flow of 250 000 000 gal. daily is to be properly disposed of. The subject was thoroughly discussed, and many questions were asked, about 15 members participating.

Mr. Griffin requested that the Section should give him all the aid possible in solving this problem, stating that the Section had always desired to participate in civic affairs and that this was one of the situations where engineers could be of

great benefit to the community. President Dennis, in response, asked that all deliberations of the Section in this matter should be entirely impersonal, and advised caution in any action to be taken in connection therewith. Mr. Howell emphasized the duty of the Section to the community, and the hazard in the situation, and moved that a committee be appointed by the Board of Directors of the Section to pass on the policy and line of action which should be taken. Mr. George G. Anderson supported Mr. Howell's motion at length, and it was duly seconded and carried unanimously.

Regular Meeting of Cincinnati Section

A Regular Meeting of the Cincinnati Section was held at the University of Cincinnati on February 7th, 1921, with 17 members present.

A communication from Mr. H. E. Warrington in regard to the preparation of a memoir for the late Ward Baldwin, M. Am. Soc. C. E., was read. It was moved, seconded and carried, that a committee be appointed to co-operate with Mr. Warrington; later Messrs. Raschig and Westenhoff were appointed on this Committee.

A communication from Mr. C. H. Paul, Dayton, Ohio, was read, raising the question as to proper representation under the new Constitution proposed by the Committee on Referred Amendments, of which Mr. P. Junkersfeld is Chairman. It was moved, seconded and carried, that a committee be appointed to investigate this subject, and report at the next meeting in April; later Mr. J. M. McDonough, Chairman, and Mr. C. N. Miller were appointed on this Committee.

The proposal to publish a biography of members of the four Founder Societies was considered, and the consensus of opinion of all members present was in strong opposition to its publication, the principal reason given being that the cost would be too great in view of the rapid obsolescence of such a volume.

It was reported that, in accordance with the request received from Acting Secretary H. S. Crocker of the Parent Society for support of the movement to secure the appointment of an engineer on the Interstate Commerce Commission, a letter was being drafted to be sent to President-elect Harding. It was suggested that members of the Section take similar action if they so desire.

It was duly moved, seconded and carried, that the Constitution of the Section be amended in accordance with the action of the Board of Direction of the Parent Society, and the Secretary was instructed to notify all members that said motion was carried by a unanimous vote of those present.

A letter from the Engineer's Club of Cincinnati concerning affiliation was read, and it was moved, seconded and carried that it be referred to the Committee on Affiliation to report at the next meeting.

F. L. Raschig, M. Am. Soc. C. E., presented an interesting description of the new rapid transit facilities of Cincinnati. He demonstrated clearly the great advantages which would accrue to the city if the proposed plans were pushed to completion.

Regular Meeting of Cleveland Section

A regular meeting of the Cleveland Section was held on February 9th, 1921, with 20 members present. A communication from the Board of Direction of the Parent Society concerning the method of amending the Constitution of Local

Sections was read, and it was voted that the Cleveland Section comply with the requirements.

A communication from the Acting Secretary of the Parent Society in regard to the appointment of an engineer on the Interstate Commerce Commission was read, and it was moved, seconded and carried that the Section urge the Senators and Representatives from the District to use their influence to secure the appointment of an engineer on the Commission.

A communication from the Acting Secretary of the Parent Society in regard appointment of a Joint Committee to Consider Engineering Quarters was read, and it was voted that the matter be referred to the Executive Committee with power to act.

New York Section Discusses Light, Heat, and Power

On February 9th, 1921, the New York Section considered the fifth topic in its programme of discussions bearing on the engineering development of the Metropolitan District, namely "Light, Heat and Power." The subject was introduced by Col. William Barclay Parsons, of Parsons, Klapp, Brinckerhoff and Douglas, Consulting Engineers, and was discussed by Messrs. Farley Osgood, Vice-President of the Public Service Electric Company of Newark, N. J.; J. W. Lieb, Vice-President of the New York Edison Company, New York City; Frank Smith, Vice-President of the United Electric Light and Power Company, New York City; George Otis Smith, Director, U. S. Geological Survey, Washington, D. C.; H. E. Skougar, Consulting Engineer; C. W. Stark, Engineer of Construction for the Consolidated Gas Company of New York City; F. O. Blackwell of Vielé, Blackwell and Buck, Consulting Engineers; and W. S. Murray, Consulting Engineer, Super-power Survey. Discussions by letter were contributed by Messrs. George Gibbs of Gibbs and Hill, Consulting Engineers, and I. E. Moultrop.

Col. Parsons pointed out that the trend has been toward an increased use by power users of current generated in central power stations rather than in isolated private plants, due to the fact that the Central Station can produce a horse-power on 2 lb. of coal, while the isolated plant will consume 8 lb. or more. He presented detailed figures showing an increase of more than 120% in installed capacity of central power stations in the Metropolitan District for the nine years between 1910 and 1920 and estimated on a conservative basis that the probable installed capacity in 1930 will be 4 500 000 h. p. in that district, and 2 200 000 in the remainder of New York State. He estimated the cost of installing a steam horse-power at $100, and a water horse-power at $200, including transmission, which would indicate a need for new capital during the coming ten years amounting to $350 000 000 or $700 000 000 to meet the requirements of New York State.

In the face of this need for new capital, it is noteworthy that the price of electric power generated in central stations, said Col. Parsons, has not nearly kept pace with the increase in its cost of production. If, in the search for more economical sources of power, the water powers of the State are investigated, the following principal sources are found: The difference in level of Lake Erie and Lake Ontario; the St. Lawrence River between Lake Ontario and Montreal; the Delaware River; and the streams lying wholly within the State of which the largest are the Hudson, Black and Raquette Rivers.

After making allowance for international and interstate interests, as well as public sentiment with regard to the impairment of scenic effects on the principal streams, it is unlikely that New York's actual undeveloped sources in sight will exceed 1 500 000 h. p. Comparing this with the need for 3 500 000 h. p. in the next decade, it is obvious that much of the new installation will require steam driven plants with their attendant high operating costs.

Col. Parsons then touched on the serious diversity in frequency existing between the several central power stations, which prohibits serving all stations from the same transmission lines without wasteful frequency changes. He showed the trend toward the 60- and 25-cycle frequencies. He pointed out the exacting nature of the Metropolitan District power requirements, and showed that most of the new installation must be provided in that area. These considerations decrease the usefulness of the more distant sources in solving the problem of the next decade, but it is probable that the handicaps will be sufficiently overcome to make them of material value. He referred to the possibility of pit-mouth central stations and to new and revolutionary discoveries that might permit the storing and transporting of energy in convenient form. He touched briefly in passing on the possibility of economics in railway electrification.

Mr. Osgood presented figures in substantiation of Col. Parsons conclusions as to power generation costs and discussed in detail the reasons for the relative economy of central power stations. He thought the estimate of $200 per water horse-power would not include transmission. He discussed also the diverse frequencies and explained the reason for the existing condition. He mentioned the complexities of central station operation in New York City, and stated that in a combination lighting and power system the station equipment costs about 40%, the outside equipment including substations about 40%, and the commercial, executive and other buildings about 20%, and that the cost of transmission electrically approximates the freight charge on the fuel. The lower cost of operating a hydro-electric plant on account of elimination of fuel is offset by the higher carrying charges of a double installation cost.

Mr. Lieb reviewed the expansion of the electrical industry and pointed out the slight influence that expansion has exerted on the load-factor of the central station. He expressed doubts as to the improvement in load factors that might be achieved through interconnection of existing large systems, because of the fact that each system has probably reached a characteristic load factor for its own territory. Varying classes of service demand varying types of power-service, and it is not economically feasible to interchange them. Mr. Lieb also discussed the central station and private plant problem as applied to the Metropolitan District, and offered the electric vehicle business as the most notable "prospect" for improving the system load factor in New York City.

Mr. Frank Smith discussed the regulatory policies of the Federal Government and the State as regards public utilities, and criticized the tendency toward governmental control of profits as well as rates.

Dr. George Otis Smith discussed the power problem from a national view-point, and showed the relations that exist between the great centers of production, of energy, of fuel, of grain, and of water power.

Mr. Skouger discussed the possibility of power generation from tidal rise and fall. He expressed the opinion that within a brief period gas will be obsolete as an illuminant. He believed, however, that there was a considerable field for gas as fuel for heating in place of coal combustion in private homes, and cited the factors of importance affected by the establishment of super-fuel gas stations.

Mr. Stark dwelt on the quantity of gas used in the Metropolitan District, and showed that the gas industry, too, is confronted by the same expansion problems that beset the central station. He believed that the gas companies bring the coal mines to the Metropolitan District more cheaply than they can be brought in any other way.

Mr. Gibbs doubted whether the next decade would show so great a percentage of increase in electrical power generated as did the last. He questioned the wisdom of further investment of capital to attract additional industry to the Metropolitan District already suffering the ills of congestion, when the power might be generated more economically closer to the source. Mr. Gibbs also questioned the ability of the central station to provide economically a supply of current to a large electrified railway system, saying that up to the present it has not been shown that the railroads can better their conditions by abandoning their own privately operated plants.

Mr. Blackwell discussed the development of the Delaware river and of the Eastern Adirondack region. He touched also on the Niagara Falls and St. Lawrence sources and invited attention to the fact that the Buffalo General Electric Company finds it more economical to generate its peak load by steam, and buy water power for a base load. He believed the cost of tidal power to be prohibitive, but thought that storing water for the purpose of equalizing daily load is practicable under favorable natural conditions. He cited a storage reservoir on top of the Palisades as an example.

Mr. Moultrop pointed out that the controlling factor in locating a power plant is an adequate supply of circulating water, and concluded by reminding those present that in mining regions the water supply is usually sparse and bad. He believed it was doubtful whether any large power plants would be located at the mine-mouth.

Mr. Murray discussed the relations between the number of wage earners and the amount of mechanical power used in industry, and described his investigation into the cost of power production in various generating plants. He offered the "Super-power Plan" as a means of effecting great economies in the cost of generating power for the "Super-power Zone", as well as a means of conserving the coal supply. Mr. Murray considered the economics of the operation of generating plants at the mines, and concluded by discussing the advantage of the proposed super-power plan for both Metropolitan and railroad power supply.

Special Meeting of Providence Section

A Special Meeting of the Providence Section was held at Sayles Hall, Brown University, on February 15th, 1921, Sidney Wilmot, Chairman, and 12 members present. Report was made that the Board of Directors of the Section recommended that the pending amendment to Article V, Section 1 of the Constitution should receive a negative vote in view of the communication of January 31st received from Acting Secretary H. S. Crocker. It was moved, seconded and carried that

the proposed amendment to Article V, Section 1, of the Constitution be not adopted.

A letter from Acting Secretary Crocker transmitting the request of the Committee of the Parent Society for co-operation in the effort to secure the appointment of an engineer on the Interstate Commerce Commission, was read. It was moved, seconded, and carried that the Section approve the recommendation of the Committee, and that the Secretary be instructed to communicate this action to U. S. Senators and Representatives from Rhode Island, requesting their co-operation in urging the appointment of an engineer to fill the vacancy on the Interstate Commerce Commission.

After adjournment, the Section held a joint meeting with the Providence Engineering Society, at which Past-President Arthur P. Davis gave an entertaining lecture on "National Irrigation", illustrated by colored lantern slides.

ENGINEERING SOCIETIES SERVICE BUREAU

An Engineering Societies Service Bureau was established December 1st, 1918, as an activity of Engineering Council, managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. The Bureau is co-operating with engineering organizations in all parts of the country. It is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register with this Bureau should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Service Bureau, First Floor, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings,* copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

CIVIL ENGINEER, MINING, OR MECHANICAL ENGINEER. Work consists in writing patent specifications, amending and prosecuting the applications, with particular reference to those connected with iron and steel manufacture, including blast furnaces, open hearth furnaces, Bessemer plants, heating furnaces, coke ovens, rolling mills, steel cars, machine tools adapted for working on iron and steel, and steel forming tools used for shaping iron and steel in different manners, and other related items, most of which are connected with the manufacture of iron and steel. Engineering studies and problems connected with iron and steel manufacture, calculations relating to the properties of steel sections, and constructions such as weights, moments of inertia, section moduli, beams, girders, columns, trusses, foundations and engineering structures. Preparation of technical catalogues and engineers' handbooks. Engineer with keen analytical mind and thorough understanding of engineering and technics wanted; to do patent work should be able to quickly grasp essence of an invention and present it briefly and clearly in the form of patent specifications, and as the claims are the essence of a patent, these should be concisely written and as broad and numerous as consistent with the invention and prior art. Candidate should also be adaptable and of pleasant disposition, and amply able to agree with his associates at all times; should be in good health, and preferably not over 30 years of age, and an engineering graduate, preferably with C. E. or M. E. degree. Give full particulars regarding age, education, experience and other technical details which will indicate personalty. A recent photograph should be sent. Location, Pennsylvania. X–211.

INSTRUCTORS: All engineers willing to consider teaching positions are invited to register with the Service Bureau, which has been called on to fill more positions, varying in grade from Laboratory Assistant to Heads of Departments in various engineering and technical schools of this country, than it has been able to fill from among the men now registered. Blanks for registration and information regarding the Bureau may be had by addressing Mr. Brown.

MEN AVAILABLE.

SUPERINTENDENT OF CONSTRUCTION. Assoc. Am. Soc. C. E., age 30. Four years as superintendent of heavy concrete and timber foundations and structures; construction and handling of concrete piles. Three years' experience in highway work as engineer and draftsman. Will consider any proposition. Eastern States preferred. CE–100.

CIVIL ENGINEER, age 40; Assoc. M. Am. Soc. C. E. Twenty-two years' experience; eight years shop management, cost accounting, etc., fourteen years construction work, surveying, estimating, drafting. Building construction, steel and reinforced concrete, industrial plants, highways, sewers, tunnels, subways, bridges. Six years on design. Prefer vicinity of New York. CE–101.

ENGINEER EXECUTIVE. Several years in charge of engineering division of large industrial concern; graduate C. E. Experienced in structural design, estimating, and general construction, as well as office management. Age 38. CE–102.

ENGINEER OR SUPERINTENDENT, graduate C. E., 1899; M. Am. Soc. C. E. Excellent experience in railroad location, construction, maintenance, electrification, and valuation; design and construction of reinforced concrete bridges and reservoirs; river protection, buildings, docks and highways. Good executive and organizer. Prefer responsible position with railroad, consulting engineer, or contractor. Familiar with New England, Atlantic Central, and Southern States. CE–103.

ENGINEER EXECUTIVE; twenty years' responsible executive charge in Europe, Asia, America, of public utilities, municipalities, heavy foundations, rainfall and discharge problems. Specialist Asiatic transportation. Location, construction, operation railroads,

river training and inland steamboats. Before war held high executive position in railroad management. Good business man. CE–104.

GRADUATE CIVIL ENGINEER, Assoc. M. Am. Soc. C. E.; age 35; married. Ten years' experience in structural design, detailing, estimating and supervision of reinforced concrete, steel and timber buildings. For past your years have been engaged with contractor in industrial plant layout and design. Desires connection in Philadelphia district. CE–105.

ENGINEER, technical education, age 31; married. Eleven years' practical experience in surveys, construction, designs, appraisals, special investigations and reports, research, supervisional and executive capacity obtained with steam and electric railways, contractor, consulting engineer and manufacturers. Desires permanent position which will be a big job and with a future based on making good. Assoc. M. Am. Soc. C. E. References furnished. CE–106.

CIVIL ENGINEER, graduate, twenty years' broad practical engineering and contracting experience on water-works, sewers, highways, hydraulics and general engineering, with utility holding companies, consulting engineers, engineers and contractors; investigations, design, construction, appraisals. Excellent references from all with whom ever associated. Will consider any proposition; salary commensurate with requirements. Correspondence solicited for present or future needs. CE–107.

CONSTRUCTION ENGINEER, Assoc. M. Am. Soc. C. E., late Colonel of Engineers, U. S. A., age 40. Fourteen years' experience on railroads, tunnels, roads, hydro-electric developments, dams. In responsible charge of work. Fluent Spanish. Desires connection with engineering, contracting or manufacturing concern. CE–108.

ENGINEER, age 51; strong physique, speaks Spanish. Twenty-nine years' experience over wide range of general engineering work. Resident engineer, U. S. War Department, on municipal work in Cuba. Resident engineer and administrator of public work in another tropical Latin country. Open for engagement anywhere on short notice. CE–109.

CONSTRUCTION ENGINEER, technical education. Twelve years' experience on extensive construction, including dam, power plant, concrete roads, and sewers. Capable executive, able to direct as well as supervise construction. Open for immediate engagement with engineering or construction firm offering responsibility. Excellent references from former employers. CE–110.

EXECUTIVE ENGINEER, M. Am. Soc. C. E., age 35. Graduate in Civil Engineering. Ten years' valuable experience in building and bridge engineering. Now in executive charge of firm engaged in examinations, test and purchase of engineering materials and equipment for shipment to all parts of the world. Speaks French and Spanish. CE–111.

HYDRAULIC AND CIVIL ENGINEER, age 34; married; college graduate; Assoc. M. Am. Soc. C. E. Thirteen years' experience; eleven of which has been with one firm, on water power, water supply, irrigation and drainage, including investigations, reports, designs, construction and appraisals. Can take charge of office or field work. Reference furnished. Prefers Pacific Coast. CE–112.

GRADUATE CIVIL ENGINEER and construction superintendent. Assoc. M. Am. Soc. C. E., age 33; degree 1908. Twelve years' experience, roads, bridges, surveys, sewers, water-works and concrete industrial buildings. Experience includes design, inspection and superintendence. Recently Captain, Construction Division, U. S. A., two years in charge of war work. Available at once. Location immaterial. CE–113.

EXECUTIVE ENGINEER, graduate C. E., Assoc. M. Am. Soc. C. E.; age 42. Speaks Spanish. Sixteen years' experience investigations, design and construction of industrial plants, railroads, heavy foundations, tunnels and other sub-surface structures, dock work and power plants. Especially proficient on design of reinforced concrete and steel. Qualified from past experience as either designing or resident engineer in charge of important work. Available on short notice. CE–114.

CONSTRUCTION ENGINEER, age 36; married. Assoc. M. Am. Soc. C. E. Capable executive, pleasing personality with good address. Sixteen years' general experience in all branches of engineering and construction. Has held positions as Superintendent of Construction and General Manager of contracting concern. Three years as Captain, Construction Division, U. S. Army, in responsible charge of large projects and the disbursement of funds therefor. Available at once; location immaterial. CE–115.

ASSISTANT ENGINEER, Guggenheim Brothers, in Bolivia. On triangulation, topographic and mine surveys, and construction of adobe corrals and warehouses. CE–116.

EXAMINATIONS FOR ENGINEERS' LICENSES

For the convenience of the membership, abstracts of the examination requirements of all States in which engineers are now required to obtain licenses before being allowed to practice, together with the addresses of the officers to whom application must be made, are repeated from the complete abstracts of the various laws now in force, as published in the October, 1920, *Proceedings,* as follows:

Colorado.—Each candidate is examined in that branch of engineering in which he is proficient, as set forth in his application. The Board conducts the examination in such manner as it deems best suited to determine the fitness of candidates, and it may summon any licensed engineer to assist in preparing for and in conducting examinations. Fee for examination is $10.00, for license certificate $5.00, and for renewal certificate, $5.00 annually. Application for examination is made to State Engineer, Secretary, State Board of Engineer Examiners, Denver, Colo.

Florida.—The Board has ruled that examinations may consist of the applicant's sworn statement of professional education and experience in responsible charge of engineering work. If this statement is not complete or qualifying, the Board may summon the applicant to appear for further examination, and investigate his record of professional service. Examinations may be either oral, or partly oral and partly written. Fee for examination is $15.00, for certificate of registration $10.00 additional, for registration without examination $25.00, and for renewal of certificate, $5.00 annually. Application for examination is made to the Secretary, State Board of Engineering Examiners, 215 East Bay Street, Jacksonville, Fla.

Idaho.—Examinations are held semi-annually in the State Capitol, Boise, Idaho, beginning at 9 A. M., the second Tuesday of March and September. Application must be received 10 days before the date of examination. Fee for residents is $10.00, for non-residents $25.00, for renewal, $2.00 annually. Application for a Certificate of Registration is made to the Department of Law Enforcement, Boise, Idaho, in writing under oath in such form and accompanied by such proof of the applicant's fitness to practice as the Department may from time to time prescribe. Must be accompanied by an unmounted photograph taken within a year.

Illinois.—Structural engineer's examinations include written and oral tests, and embrace subjects normally taught in schools of structural engineering. They occupy three days and cover theoretical and applied mechanics, definitions, general engineering knowledge, stress analysis, static and moving loads, design and construction in reinforced concrete, steel, wood, masonry, and foundations. Fee for examination $10.00, for certificate of registration $5.00, for examination to determine preliminary education $5.00, for restoration of an expired certificate $5.00, for renewal of certificate $1.00 annually, for certificate to those who hold a like certificate from another State or country, $15.00. Application for certificate is made upon prescribed blanks to the Department of Registration and Education, Springfield, Ill.

Iowa.—Examinations are required as prescribed by the Board. Fee for examination $15.00, for certificate of registration $10.00 additional, for certificate without examination to person registered in another State, $10.00. Application

for examination is made to the State Board of Engineering Examiners, Box 923, Des Moines, Iowa.

Louisiana.—Examinations are required of all who are not graduates of an engineering college or school of good standing. Examination for surveying covers geometry, plane trigonometry, plane surveying and practical use of instruments; for engineering, covers in addition, physics, including practical problems in design and construction. Fee for examination $25.00, for registration by diploma $25.00, for registration of holder of license from another State $15.00, for issuing license certificate $1.00, engineering renewal license $3.00 annually, surveying renewal license $1.00 annually. Application for license or examination is made to the State Board of Engineering Examiners, Maison Blanche Building Annex, New Orleans, La.

Michigan.—Examinations are required of all who desire to begin the practice of architecture, engineering or surveying as principal or in responsible charge, except those from other States, and include English language and other appropriate subjects. Fee for examination $5.00, for certificate of registration $15.00 additional, for certificate of registration without examination $20.00, for renewal of certificate $5.00 every five years. Application for examination is made to the State Board of Examiners for the Registration of Architects, Engineers, and Surveyors, 80 Griswold St., Detroit, Mich.

New York.—Present practitioners must obtain licenses before May 14th, 1922. If evidence presented in the application does not appear to the Board to be conclusive or warranting issuance of a certificate, applicant may present further evidence, which may include the result of a required examination. Fee for certificate to practice engineering or land surveying $25.00, for certificate to practice both engineering and land surveying $35.00; no provision for renewals. Application for certificate must be made on a prescribed form to Regents of the University of the State of New York, Albany, N. Y.

Oregon.—Examinations may be either oral or partly oral and partly written. Fee for examination $10.00, for certificate of registration $5.00 additional, for certificate of registration without examination $15.00. Application for examination is made to the Secretary, State Board of Engineering Examiners, Corbett Building, Portland, Ore.

Virginia.—Examinations are required of all applicants except those from other States, as prescribed. They are held at least once each year at Richmond, Va., and at such other places and times as the Board may designate. Fee for each examination $20.00. Application for examination is made to the State Board of Examination and Certification of Architects, Professional Engineers, and Land Surveyors, Richmond, Va. Registration is optional; present practitioners are not limited as to time within which to register.

Wyoming.—Examinations are required of all applicants except those licensed under previous Acts, and consist of a written examination and an investigation by the Board of record, training, and experience. Fee for examination $10.00, for certificate of license without examination $5.00. Application for examination is made to the State Board of Examining Engineers, Cheyenne, Wyo.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

April 6th, 1921.—8.00 P. M.—A regular business meeting will be held, the programme for which will be announced later.

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes announced by the New York Section* are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

ANNUAL CONVENTION

The Fifty-first Annual Convention of the Society will be held at Houston, Tex., from April 27th to 30th, 1921, inclusive.

The general arrangements for the Convention are in the hands of the following Committees:

Committee of the Board of Direction

George G. Anderson, *Chairman,*

Edward E. Wall, Frank T. Darrow.

Local Committee

E. B. Cushing, *Chairman,*

J. H. Brillhart, E. G. Maclay,
J. M. Howe, J. C. McVea,
H. F. Jonas, E. E. Sands,

M. J. Sullivan.

A circular giving information as to the general programme, transportation, hotel rates, etc., has been issued to the membership.

* *Proceedings,* Am. Soc. C. E., November, 1920, p. 868.

REGULATIONS FOR STUDENT CHAPTERS

1.—A Student Chapter in affiliation with the American Society of Civil Engineers, composed of students of schools of engineering of recognized reputation, may be organized upon favorable vote by the Board of Direction. The name of such an affiliated society shall be "The..........................* Student Chapter of the American Society of Civil Engineers."

2.—The qualifications required of a proposed Student Chapter shall include:

(*a*).—An organization of students in an engineering school of high standing;

(*b*).—The endorsement of the application by the head of the civil engineering department;

(*c*).—A minimum membership of twenty students.

3.—Each Student Chapter shall establish its own rules of government and procedure, which shall conform with any regulations which may be formulated by the American Society of Civil Engineers. It is also intended that each Student Chapter shall control the occurrence and character of its own meetings; but the American Society of Civil Engineers desires especially to aid in promoting the success and value of student chapters by frequent consultations and advice, as well as by arranging for speakers, on request, whose addresses will broadly supplement the class-work of the members. Each Student Chapter is authorized to communicate direct with the Local Section or local members in whose territory it is situated, to arrange for speakers and for other co-operation.

4.—Each Student Chapter shall submit an annual report, not later than the last day of December of each year, which shall include

(*a*).—A summary statement of the meetings held during the calendar year; giving the date of each, the attendance, the principal speaker and his subject, and other pertinent information;

(*b*).—Names of the officers, and of the members by classes, at the date of the report.

5.—Any address or paper read before a Student Chapter may be offered for publication to the American Society of Civil Engineers under the general provisions established for this procedure, and shall be submitted to the Board of Direction when requested by the said Board or when such Chapter desires to publish it in a local journal or elsewhere; it being understood that the privilege of priority in publications exists in the American Society of Civil Engineers, though the Society claims no exclusive copyright upon such papers.

6.—The annual dues of each Student Chapter shall be $10.00 per year, which, under provisions approved by the Board of Direction, shall entitle it to the following:

(*a*).—A copy of each issue of the *Proceedings* of the American Society of Civil Engineers and of all papers;

(*b*).—The opportunity to publish notices of its chapter activities, etc., in publications of the American Society of Civil Engineers;

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* Insert the name of the educational institution at which the particular student chapter is situated; for example, "Stanford University".

(*c*).—The active co-operation of the American Society of Civil Engineers in advancing the interests of each Student Chapter by contributing (from its organization, membership, and experience) such service as may be mutually arranged.

The annual dues shall apply to the current fiscal year and shall be payable in advance, due January 1st. The Secretary of the American Society of Civil Engineers shall send out bills for dues each December for the following year. Student Chapters admitted on or after July 1st of each year shall pay $5.00 only for the balance of the current fiscal year.

7.—Among the privileges offered to the members of Student Chapters are:

(*a*).—Individual subscription to the *Proceedings* of the American Society of Civil Engineers at a special price of $3.00 per year;

(*b*).—To receive at cost, on request, copies of such separate papers as may be printed in pamphlet form;

(*c*).—To use on all official stationery the special official emblem, prescribed in Section 8;

(*d*).—A membership card, of special design, prescribed in Section 9, to be issued annually;

(*e*).—The right to attend the meetings and accompany inspection trips and excursions arranged for members of the American Society of Civil Engineers;

(*f*).—Provision for the publication of requests for summer employment during the college course, or for permanent engagement after graduation, on such terms as the Board of Direction may prescribe; and

(*g*).—The opportunity to hear, on special occasions, speakers whose personal experiences qualify them to speak with authority upon the many questions which are of particular importance to the student during his college course.

8.—The official emblem for stationery for Student Chapters shall be in strict accord with a standard design, as prescribed by the Board of Direction.

9.—The membership cards shall be supplied and signed by the Secretary of the American Society of Civil Engineers, in accordance with official annual lists furnished by the Secretaries of the Student Chapters.

10.—Applications for admission of Student Chapters to the American Society of Civil Engineers shall be in the following form:

....
(*Place.*)

....
(*Date.*)

"TO THE BOARD OF DIRECTION,
AMERICAN SOCIETY OF CIVIL ENGINEERS.

"GENTLEMEN: The............................hereby make application for affiliation with the American Society of Civil Engineers as a Student Chapter, under the terms prescribed by the Board of Direction.

"In regard to the qualifications required of a proposed Student Chapter, we submit the following.

"(*a*).—This..............is composed of.........................
(*Seniors, Juniors, Sophomores, Freshmen.*)
.... It was organized.........................
(*Date.*)

"(*b*).—Our application for affiliation is herewith endorsed by...........
..............., Head of the Department of Civil Engineering.

"(*c*).—There are at present.........active members of this organization.
(*Number.*)

Respectfully yours,

....
Secretary.

"Endorsed:

....
"Head of Civil Engineering Department,

....
"Name of Educational Institution."

11.—A Student Chapter may be disbanded upon the approval of the Board of Direction provided its annual dues for the current calendar year have been paid. The Board of Direction may discontinue a Student Chapter if its annual dues are not paid promptly, or if it becomes inactive, or if its continuance is considered not for the best interest of the Society.

RULES ADOPTED BY THE BOARD OF DIRECTION FOR THE USE OF THE ADDRESSOGRAPH AND MAILING LIST OF THE SOCIETY

The following rules were adopted by the Board of Direction at its meeting of November 9th, 1920, for the use of the Addressograph and Mailing List of the Society:

1.—The Addressograph shall be used by the Secretary only in the routine of the issuance of Society matter and for the issuance of notices of joint meetings of this and other societies.

2.—The Mailing List shall be furnished by the Secretary:

(*a*) To Local Sections of the Society free of charge for legitimate use by them in relation to Society matters, and

(*b*) To individual members of the Society at cost price for their communication with the membership regarding Society affairs.

3.—Neither Mailing List nor the use of the Addressograph shall be furnished to any one for commercial or advertising purposes.

4.—In the difficulty of prescribing rules to cover each case that may arise in the future, the Secretary is authorized to use his discretion regarding each application as to whether it is in accordance with the spirit of the rules here outlined.

5.—These rules shall be published in the *Proceedings* of the Society so that all members may have an equal chance to avail themselves of the advantages of the use of the Mailing List.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1920.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper, and the discussions and closure distributed in pamphlet form.

All manuscript submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication and with the paper in the volumes of *Transactions*.

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 35 of the Year Book for 1920.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section, Organized 1905.

Frederick R. Muhs, President; Nathan A. Bowers, Secretary-Treasurer, 531 Rialto Building, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section, Organized 1908.

Oliver T. Reedy, President; John S. Means, Secretary-Treasurer, 1574 Marion Street, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section, Organized 1912.

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the last Monday of each month, at 12.30 P. M., to which visiting members of the Society are welcome.

Baltimore Section, Organized 1914.

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section, Organized 1921.

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section, Organized 1921.

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Meetings are held at the rooms of the Engineers Club of Columbus in the Southern Hotel. The Annual Meeting is held on the second Friday of November and at least two other meetings are held each year the dates of which are designated by the Board of Direction of the Section.

Cincinnati Section, Organized 1920.

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 9 East Third Street, Cincinnati, Ohio.

Cleveland Section, Organized 1914.

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the Rooms of the Cleveland Engineering Society, Hotel Statler. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section, Organized 1919.

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section, Organized 1916.

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section, Organized 1916.

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 719 Fifteenth Street, N. W., Washington, D. C.

Duluth Section, Organized 1917.

W. A. Clark, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section, Organized 1916.

A. F. Reichmann, President; W. D. Gerber, Secretary-Treasurer, 913 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section, Organized 1920.

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Louisiana Section, Organized 1914.

A. T. Dusenbury, President; Eugene F. Deléry, Secretary, 602 Sewerage and Water Board Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nashville Section, Organized 1921.

Arthur J. Dyer, President; Granbery Jackson, Secretary-Treasurer, 220 Capitol Boulevard, Nashville, Tenn.

Nebraska Section, Organized 1917.

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section, Organized 1920.

William J. Wilgus, President; W. T. Chevalier, Secretary, 17 Battery Place, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section, Organized 1914.

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Ave., St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Oklahoma Section, Organized 1920.

H. V. Hinckley, President; R. E. Brownell, Secretary-Treasurer, 402 First National Bank Building, Oklahoma, Okla.

Philadelphia Section, Organized 1913.

John Meigs, President; Henry T. Shelley, Secretary, 416 City Hall, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held, at times announced in advance.

Pittsburgh Section, Organized 1917.

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 426 City-County Building, Pittsburgh, Pa.

Portland (Ore.) Section, Organized 1913.

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held regularly on the third Friday of each month. All members in any grade are cordially invited to attend.

Providence (R. I.) Section, Organized 1920.

Sydney Wilmot, Chairman; Howard W. Congdon, Secretary-Treasurer, Care Providence Steel and Iron Company, Providence, R. I.

The Section regularly holds meetings jointly with the Structural and Municipal Sections of the Providence Engineering Society, at the Society Rooms, 29 Waterman Street, on the fourth Tuesday of each month, from September to May. The Annual Meeting is held in May. All visiting members of the Society are cordially invited to attend these meetings.

St. Louis Section, Organized 1888 (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August and November.

San Diego Section, Organized 1915.

George Cromwell, President; R. C. Wueste, Secretary-Treasurer, Bonita, Cal.

The San Diego Section of the American Society of Civil Engineers meets on announcement. Pilgrimages to points of engineering interest are made at intervals throughout the year.

Seattle Section, Organized 1913.

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1319 L. C. Smith Building, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Southern California Section, Organized 1914.

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Spokane Section, Organized 1914.

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Meetings are held on the second Friday of each month. These meetings are noonday luncheons at Davenport's, and all visiting members of the Society are invited to attend.

Texas Section, Organized 1913.

J. H. Brillhart, President; E. N. Noyes, Secretary, 311 Deere Building, Dallas, Tex.

Utah Section, Organized 1916.

A. B. Villadsen, President, 304 Dooly Bldg., Salt Lake City, Utah.
The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the President.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

Clinton H. Wood, President; H. J. Miller, Secretary of Section I; Alvord C. Stutson, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

E. C. Larson, President; T. W. Broughton, Secretary, Rensselaer Polytechnic Institute, Troy, N. Y.

Drexel Institute Student Chapter, Organized 1920.

Miles N. Clair, Acting Chairman; C. V. Nishwitz, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

Rutgers College Student Chapter, Organized 1921.

Arthur E. Hilliard, Secretary, Rutgers College, New Brunswick, N. J.

Stanford University Student Chapter, Organized 1920.

R. L. Wing, President; F. L. Adams, Corresponding Secretary, Stanford University, Cal.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

University of Colorado Civil Engineering Student Chapter, Organized 1920.

W. C. Peterson, President; E. S. Huntington, Secretary, University of Colorado, Boulder, Colo.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Pennsylvania Student Chapter, Organized 1920.

Ashby B. Paul, President; Robert Beatty, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

W. E. Marshall, President; Paul H. Young, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

Ralph S. Windrow, President; Luis Tinoco, Secretary, University of Texas, Austin, Tex.

University of Wisconsin Student Chapter, Organized 1921.

Herbert Wheaton, President; Olaf N. Rove, Secretary, University of Wisconsin, Madison, Wis.

Washington University Collimation Club Student Chapter, Organized 1920.

Harold T. Smutz, President; Raymond Schuermann, Secretary, Washington University, St. Louis, Mo.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 42 and 43 of the Year Book of the Society for 1920.

The Engineering Societies of Wisconsin, Madison, Wis., Vereeniging van Waterstaatsingenieurs in Nederlansch Oost-Indie, and American Society of Safety Engineers, of New York City, are to be added to the above mentioned list, and members of these Societies are accorded the usual courtesies and privileges of the Headquarters of the Society.

NEW BOOKS*

(From February 1st to February 28th, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

CONNECTING INDUCTION MOTORS.

By A. M. Dudley. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 252 pp., illus., diagrams, 9 x 6 in., cloth. $2.50.

Although the theory of the induction motor has been treated very completely, little has been published concerning the practical details, of which the windings are a prominent part. This work, by an engineer with extensive experience, is for those engaged in operating and repairing these motors. It explains the methods for figuring new windings for old cores, locating faults in windings, changing windings to meet varying conditions of voltage and phase, and similar needs which arise.

DIRECT-CURRENT ARMATURE WINDINGS.

By W. E. Hennig. (Practical Electrician Course.) Milwaukee, C. N. Caspar Co. 204 pp., illus., diagrams, tab., 10 x 7 in., cloth. $4.00.

The author states that his object has been to collect practically all the direct-current armature winding diagrams now scattered through many books, and to present the subject clearly and practically. Mathematical and technical discussions have been simplified and shortened.

ELEMENTARY LESSONS IN THE MATHEMATICS OF ELECTRICITY.

By R. W. Kent. Minneapolis, The Dunwoody Institute, 1920. 72 pp., 9 x 6 in., paper. $1.00.

This pamphlet is intended to instruct journeymen and others in the electrical trade in the fundamentals of arithmetic and simple algebra. The ordinary methods of calculation are explained and problems are provided, illustrating their application to electrical calculations.

STORAGE BATTERIES.

By C. J. Hawks. Minneapolis, The Wm. Hood Dunwoody Industrial Institute. 157 pp., illus., diagrams, charts, 9 x 6 in., cloth. $2.00.

This description of the theory, construction, and operation of storage batteries is intended as an instruction book for use in industrial schools and workmen's classes. The detailed construction of various types of cells is given, the methods of assembling, charging and testing are explained, with instruction in repair work.

TELEGRAPHY; A DETAILED EXPOSITION OF THE TELEGRAPH SYSTEM

Of the British Post Office. By T. E. Herbert. Third Edition. Lond. and N. Y., Whittaker & Co., 1916. 20 + 985 pp., illus., 7 x 5 in., cloth. $6.50. (Gift of Isaac Pitman & Son.)

This volume is a detailed description of the apparatus and methods used by the British Post Office, intended for students preparing for its examinations. Mathematical methods of exposition have been avoided. The present edition includes the many advances that have come since the issue of the preceding one in 1906, particularly in duplex, multiplex, and automatic telegraphy.

DAS KUGELPHOTOMETER (ULBRICHT'SCHE KUGEL)

Von Richard Ulbricht. München und Berlin, R. Oldenbourg, 1920. 110 pp., 3 pl., diagrams, 10 x 7 in., paper. 24 marks.

This account of Ulbricht's spherical integrating photometer is based on the papers which appeared in the *Elektrotechnische Zeitschrift* from 1900 to 1910. The investigations described therein are here presented in more systematic and connected fashion, with such revision and correction as has appeared necessary.

TASCHENBUCH FUR SCHIFFSINGENIEURE UND SEEMASCHINISTEN.

By E. Ludwig and E. Linder. Dritte Auflage. München and Berlin, R. Oldenbourg, 1920. 12 + 502 pp., tab., diagrams, illus., 7 x 5 in., cloth. 24 marks.

This book is a third edition, under a new title and with new compilers, of G. Bauer's "Kalender für Seemaschinisten". In its present form it is a volume of convenient size, intended for marine engineers, and covering concisely all the mechanical equipment of ships. The volume contains the necessary physical and mathematical tables and formulas, sections on reciprocating

* Unless otherwise specified, books in this list have been donated by the publishers.

steam engines, steam turbines, turbine reducing gear, boilers, boiler accessories, piping, combustion engines, auxiliary mechanical equipment, electrical equipment, measuring instruments, ship construction, navigation, laws, and regulations. All these subjects are treated from a modern point of view, particular attention being given to methods likely to be used in the future.

THE NEW THERMODYNAMICS;

The Non-Postulated Rationale of Motive Power of Heat. By Jacob T. Wainwright. Privately printed, 1921. 44 pp., 10 x 7 in., boards. (Gift of the Author.)

Believing that the second law of thermodynamics, which is the foundation for present-day teaching of that branch of thermodynamics which treats of the motive power of heat, is untrue, the author presents his arguments for its repudiation. The monograph sets forth his views as to the rationale of the motive power of heat and his grounds for claiming that the Carnot principle conflicts with the principle of the conservation of energy and with observed results.

ELEMENTARY DYNAMICS; A TEXT-BOOK FOR ENGINEERS.

By J. W. Landon. Cambridge, University Press, 1920. 246 pp., diagrams, 7 x 5 in., cloth. $3.25. (Gift of the Macmillan Company.)

The author of this textbook believes that many of the beginner's difficulties in grasping the fundamental principles of dynamics arise from an over-emphasis of mathematics. This difficulty he attempts to avoid by emphasizing the physical ideas, the meaning of which he explains partly by definition and description, but mainly by worked examples in which formulas are avoided as far as possible.

ELEMENTS OF MECHANISM.

By Peter Schwamb, Allyne L. Merrill, Walter H. James. Third Edition. N. Y., John Wiley & Sons, Inc.: Lond., Chapman & Hall, Ltd. 1921. 372 pp., diagrams, 9 x 6 in., cloth. $3.50.

After sixteen years, this textbook, appears in a thoroughly revised and expanded edition, embodying the changes suggested by its use for instruction at the Massachusetts Institute of Technology and other colleges. It is intended to provide a systematic, clear, practical presentation of the subject, suited to the amount of time usually devoted to it in college courses.

CAMS, ELEMENTARY AND ADVANCED.

By Franklin De Ronde Furman. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 234 pp., diagrams, 9 x 6 in., cloth. $3.00.

The first five sections of this book appeared previously under the title, "Elementary Cams". To these sections three have been added giving a further development of the subject. The elementary portion gives a classification, an arrangement, and a general method of solution of the well-known cams, and also a series of cam factors for base curves in common use. The advanced portion includes the development or use of the logarithmic, cube, circular, tangential and involute base curves, and the establishment of cam factors for those which have general ones.

GAGE DESIGN AND GAGE-MAKING.

By Erik Oberg and Franklin D. Jones. N. Y., The Industrial Press; Lond., The Machinery Publishing Co., Ltd., 1920. 310 pp., illus., diagrams, 9 x 6 in., cloth. $3.00.

Much, the authors state, has been published on manufacturing practice, but comparatively little on the design and making of the gauges used to control manufacturing processes and insure interchangeability in finished parts. Their book is intended to present the principles on which gauge design depends, and to describe the methods of manufacturing, measuring, and testing gauges.

PRODUCER GAS.

By J. Emerson Dowson and A. T. Larter. Fourth Edition. Lond. and N. Y., Longmans, Green and Co., 1920. 361 pp., illus., 9 x 6 in., cloth. $7.50.

The table of contents shows the scope of this treatise, which gives a general survey of present practice in the production and utilization of producer gas. This edition has been thoroughly revised. Contents: Theory of Producer Gas; Furnace Work; Heating Work; Engine Work; Suction Plants; Gas from Bituminous Coal for Engine Work; Producer Gas from Peat; Gas Traction on Roads; Gas Propulsion of Vessels; Stand-By Losses; Comparison of Gas and Steam Power; Fuel; Analysis of Fuel and of Producer Gas; Calorific Power of Solid and Gaseous Fuels; Practical Notes; Appendixes.

A TREATISE ON CHEMISTRY:

Vol. I, The Non-Metallic Elements. By Sir H. E. Roscoe and C. Schorlemmer. Fifth Edition, Revised by J. C. Cain. Lond., Macmillan and Co., Ltd., 1920. 968 pp., port., illus., 9 x 6 in., cloth. $9.00.

In this new edition the advances of chemistry during the past nine years have been incorporated, so that the work is again up to date. The general style and character of the book has been preserved. It remains a fairly complete statement of the facts of modern chemistry and chemical theory, presented in readable form, with special attention given to the more important processes of technical chemistry and the most approved forms of apparatus used in them.

TREATISE ON GENERAL AND INDUSTRIAL CHEMISTRY, PART I.

By Ettore Molinari. Translated from the Third Italian Edition, by T. H. Pope. Phila., P. Blakiston's Son & Co., 1921. 456 pp., illus., diagrams, 10 x 7 in., cloth. $8.00.

This book is characterized by an endeavor to combine, with the theoretical presentation of the subject, an extensive account of industrial processes and some information on the commercial aspects of production. It will be useful as a reference book.

THE AIRPLANE.

By Frederick Bedell. N. Y., D. Van Nostrand Co., 1920. 257 pp., front., diagrams, 9 x 6 in., cloth. $3.00.

The first six chapters of this volume contain, in revised form, the material previously published under the titles "Airplane Characteristics" and "The Air Propeller". Seven additional chapters discuss problems of flight, performance, and stability. The author's aim has been to present a well-rounded introductory treatment simple in form, but reasonably complete and accurate.

COAL WASHING.

By Ernst Prochaska. N. Y., and Lond., McGraw-Hill Book Co., Inc., 1921. 382 pp., illus., diagrams, 8 x 6 in., cloth. $4.00.

In preparing this compendium the author has had in mind the need of the coal operator for a systematic description of modern practice in the art of coal washing. The book opens with a description of the evolution of methods and machines from the beginning. The second and more important section deals in detail with the methods in use to-day.

DIE KOMPRESSIONS=KALTEMASCHINE.

By W. Koeniger. München und Berlin, R. Oldenbourg, 1921. 204 pp., pl., tab., diagrams, 9 x 6 in., paper. 30 marks.

This book is based on an extensive investigation of sulfurous-acid refrigerating machines by its author. New views resulted, which contribute to a solution of the question why the "wet" process of compression is less efficient than the "dry", and which also led to new methods for the calculation of refrigerating machines. The book is intended for students of the theory of these machines and for designers, and includes both sulfurous-acid and ammonia machines.

KUGELLAGER UND WALZENLAGER IN THEORIE UND PRAXIS.

Von Paul Haupt. München und Berlin, R. Oldenbourg, 1920. 199 pp., tab., diagrams, 9 x 6 in., paper. 18 marks.

This work is a summary and extension of the scattered literature on bearings with rolling friction. Besides a theoretical discussion of the laws underlying the construction of ball and roller bearings, current practice is described, and the commercial types are examined critically.

AMERICAN LUBRICANTS FROM THE STANDPOINT OF THE CONSUMER.

By L. B. Lockhart. Second Edition, Revised and Enlarged. Easton, Pa., The Chemical Publishing Co., 1920. 341 pp., illus., tab., 9 x 6 in., cloth. $4.00.

This book is offered to buyers and users of lubricants as an aid in the intelligent selection of oils and greases. It describes the various commercial lubricants, explains the laws of friction, the conditions met in lubricating various classes of machinery, and the methods used to satisfy them. Methods for chemical and physical tests are given, as well as specifications for oils and other lubricants for a great variety of purposes.

MECHANICAL WORLD YEAR BOOK, 1921.

Manchester and Lond., Emmott & Co., Ltd. 318 pp., illus., 6 x 4 in., cloth. 2s. 6d.

This inexpensive annual is intended as a convenient pocket reference book for mechanical engineers and shop superintendents. The most used data are given on steam engines and boilers, gas and oil engines, gas producers, the properties of metals, structural iron and steel work, toothed gearing bearings, belting, friction and lubrication, steam fitting, screws, and similar subjects. A buyer's directory is included.

METHODS IN METALLURGICAL ANALYSIS.

By Charles H. White. Second Edition, Revised. N. Y., D. Van Nostrand Co., 1920. 356 pp., illus., 7 x 5 in., cloth. $3.00.

This is a collection of the methods most frequently used in American metallurgical laboratories, arranged for use by students and works chemists. No previous experience in quantitative analysis is assumed, but sufficient detail is given to meet the needs of beginners.

ELECTROLYTIC DEPOSITION AND HYDROMETALLURGY OF ZINC.

By Oliver C. Ralston. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 201 pp., front., illus., diagrams, charts, 9 x 6 in., cloth. $3.00.

The author states that while hydrometallurgic zinc processes have scarcely been sufficiently developed to justify an extensive treatise, they are sufficiently standardized to call for a simple text which will set forth present practice and the underlying theory of leaching, purification, and electrolysis. This book gives a brief survey of present development and describes the processes and more important plants.

FIELD METHODS IN PETROLEUM GEOLOGY.

By G. H. Cox, C. L. Dake and G. A. Muilenburg. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 305 pp., map, illus., tab., 7 x 5 in., cloth. $4.00.

In a volume of pocket size the authors have provided a systematic discussion of the minutiæ of field procedure in this specialized branch of engineering geology. The book describes the instruments and methods in general use, discusses the geologic criteria used in correlating beds and identifying structures, and gives directions for organizing field parties, carrying on work in the field and preparing maps and reports. An appendix contains the necessary tables.

PERSONAL RECOLLECTIONS OF ANDREW CARNEGIE.

By Frederick Lynch. N. Y., etc., Fleming H. Revell Co. 184 pp., port., 8 x 6 in., cloth. $1.50.

Dr. Lynch's reminiscences cover a phase of Mr. Carnegie's activities that is not so widely known as his beneficences. His love of poetry and music, his religious opinions, interest in international peace, his views on education and similar topics, are set forth as he gave them to his friends.

PRIESTLEY IN AMERICA, 1794-1804.

By Edgar F. Smith. Phila., P. Blakiston's Son & Co. 173 pp., 7 x 5 in., cloth. $1.50.

From contemporary newspapers, documents, and books, Dr. Smith has compiled the record of Priestley's life and literary and scientific activities, from his arrival in America until his death.

APPLIED COLLOID CHEMISTRY; GENERAL THEORY.

By Wilder D. Bancroft. (International Chemical Series.) N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 345 pp., illus., 8 x 6 in., cloth. $3.00.

Professor Bancroft here presents the theory of colloids, as an introduction to the study of its application in specific branches of industry. The book discusses absorption, surface tension, coalescence, the preparation and properties of colloidal solutions, jellies and gelatinous precipitates, emulsions, foams, non-aqueous colloidal solutions, fog, smoke, etc.

THE CHEMISTRY OF PLANT LIFE.

By Roscoe W. Thatcher. (Agricultural and Biological Publications.) N. Y. and Lond., McGraw-Hill Book Co., 1921. 268 pp., 9 x 6 in., cloth. $3.00.

This is an account of the knowledge of the chemical changes by which the plant cell performs the processes which result in the production of so many substances which are vital to the comfort and pleasure of man. It is intended as a text or reference book, and presupposes an elementary knowledge of chemistry.

A TEXTBOOK OF GEOLOGY:

Part I, General Geology. By Amadeus W. Grabau. N. Y., D. C. Heath & Co. 864 pp., illus., 9 x 6 in., cloth.

Dr. Grabau's treatise is intended as a standard text on the subject, and although the needs of college classes have been kept in mind during its preparation, the author has also tried to produce a work of value as a work of reference. The volume differs from others of its kind in arrangement and also in the detailed attention given, wherever possible, to typical examples of geological phenomena, rather than to generalizations with illustrations drawn from many sources.

TIME TELLING THROUGH THE AGES.

By Harry C. Brearley. N. Y., Doubleday, Page & Co. for Robert H. Ingersoll & Bro., 1919. 294 pp., pl., 9 x 6 in., boards, $3.00. (Gift of Robert H. Ingersoll & Bro.)

An interesting popular account of the subject from the earliest times to the present day, with special reference to the American watch industry. In addition to the main story, appendixes give a description of the mechanism of the watch, a bibliography, a chronological list of American watch manufacturers, a list of the chief collections of watches, and an encyclopedic dictionary of terms.

PATENT LAW.

By John Barker Waite. Princeton, Princeton University Press; Lond., Humphrey Milford, 1920. 316 pp., 9 x 6 in., cloth. $5.00.

In this volume the Professor of Law in the University of Michigan Law School presents a concise but complete and thorough discussion and exposition of the principles of patent law, intended for inventors, engineers, and all that class of laymen who from time to time desire information concerning their rights in respect to patents and inventions. It purports to cover only the substantive law of patents, their nature, validity, effect, and their characteristics as property; and the author has attempted to present every issue that has come before the Courts.

MEXICO AND THE CARIBBEAN:

Clark University Addresses. Edited by George H. Blakeslee. N. Y., G. E. Stechert and Co., 1920. 363 pp., 9 x 6 in., cloth. $4.00. (Gift of Mr. Kirby Thomas.)

The Clark University Conferences upon International Relations are for the purpose of promoting a more intelligent understanding of our international problems, a more sympathetic appreciation of the attitude of other peoples, and a keener realization of our own international duties. This volume contains the addresses, delivered at the 1920 Conference, upon Mexico and the Caribbean, by business men, diplomats, and others from the United States and the other countries concerned, which present the situation as seen by these experts and contain their recommendations for a National policy. Certain of them, notably those by Frederic R. Kellogg on the Mexican oil situation, and Kirby Thomas on business in the Caribbean lands, are of special interest to engineers.

THE ESSENTIALS OF ADVERTISING.

By Frank Leroy Blanchard. N. Y. and Lond., McGraw-Hill Book Co., 1921. 322 pp., illus., 8 x 6 in., cloth. $3.00.

The purpose of the writer of this book is to outline and discuss, as briefly and as clearly as possible, the fundamental principles on which advertising practice is based, the preparation of copy, the special advantages of the several mediums used, the duties of advertising managers, agents and salesmen and such other information as will give the student a comprehensive view of the subject.

ASPHALTS AND ALLIED SUBSTANCES.

By Herbert Abraham. Second Edition, Corrected. N. Y., D. Van Nostrand Company, 1920. 608 pp., illus., diagrams, tab., 9 x 6 in., cloth. $6.00.

This is a comprehensive treatise for makers, sellers, and users of asphalts, tars, pitches, and their products. It includes the methods used for testing and analyzing raw and manufactured products, information on blending and compounding mixtures, general information on the scope of the use of bituminous materials and on their limitations, and the principles underlying the use of bituminous products for structural purposes. Topics which have been adequately presented in other books have been purposely subordinated to those concerning which little has hitherto been published.

RED-LEAD AND HOW TO USE IT IN PAINT.

By Alvah Horton Sabin. Third Edition, Rewritten and Enlarged. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Limited, 1920. 139 pp., illus., tab., 8 x 5 in., cloth. $2.00.

Like the preceding editions, this little book sets forth the essential facts concerning the manufacture of red lead, its preparation as a paint, and the methods of using it, based on thirty years' experience and study. The present edition is rewritten and considerably amplified.

PRACTICAL LOCOMOTIVE RUNNING AND MANAGEMENT.

By W. George Knight. Second Edition. Medford, Mass., W. George Knight, 1920. 541 pp., illus., 8 x 5 in., cloth. $4.00.

This volume explains the construction and operation of the locomotive in detail, describes the accessories in detail, and gives instruction in maintenance and methods of repair on the road. The book is intended for those who operate and maintain locomotives and is elementary in character.

HYDRO-ELECTRIC DEVELOPMENT.

By J. W. Meares. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd. 90 pp., front., illus., 6 x 4 in., boards. $1.00.

This little primer, based on the author's experience, aims to set down in logical order, the points which require attention in the discovery, reconnaissance, and final design of a hydro-electric scheme. It is confined strictly to the hydraulic aspect of the problem, omitting electrical questions and the practical details of plant construction.

ERTRAGREICHSTER AUSBAU VON WASSERKRAFTEN.

Von Dr.-Ing. Leiner. München und Berlin, R. Oldenbourg, 1920. 111 pp., diagrams, 11 x 8 in., paper. 40 marks.

The author examines the principles which serve as a guide in estimating the probable financial returns from the utilization of a water-power; then he studies the most advantageous method of development, depending on the constancy or intermittancy of the power, the possibility of using reservoirs, and similar factors.

NEUE GRUNDLAGEN DER TECHNISCHEN HYDRODYNAMIK.

Von L. W. Weil. München und Berlin, R. Oldenbourg, 1920. 219 pp., illus., diagrams, 9 x 6 in., paper. 26 marks.

This work is concerned with some of the problems of hydrodynamics, for which no exact elucidation or analytical solution has yet been obtained, as, for example, eddies in streams and pipes, the effect of expansions or contractions in channels, orifice problems, water-hammer, and the theory of turbines and of rotary flow of liquids. The author advances certain principles, based on long theoretical and practical study, which he considers correct and in accordance with experimental results.

ANLAGEN ZUR GEWINNUNG VON NATURLICHEN UND KUNSTLICHEM GRUNDWASSER.

By Paul Brinkhaus. (Oldenbourg's Technische Handbibliothek, Bd. 23.) München und Berlin, R. Oldenbourg, 1920. 14 + 227 pp., diagrams, illus., charts, 8 x 5 in., cloth. 20 marks.

The author differentiates his book from others on the utilization of ground-water supplies by the omission of descriptions of existing works for this purpose, which are of historical rather than practical interest. The present volume deals with practical matters only. The exploration and measurement of ground-water supplies, the digging and driving of wells and infiltration galleries, are discussed in detail. The book is intended for young engineers.

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DEATHS

BARNARD, EDWARD CHESTER. Elected Member, December 3d, 1902; died February 6th, 1921.

MACKENZIE, ALEXANDER. Elected Member, February 2d, 1887; Honorary Member, May 12th, 1905; died February 23d, 1921.

MCDONOUGH, MICHAEL JOSEPH. Elected Associate Member, January 2d, 1907; died February 13th, 1921.

MIEROW, FREDERIC CRAMER. Elected Associate Member, November 9th, 1920; died January 18th, 1921.

SCORGIE, JAMES CRUICKSHANK. Elected Member, November 4th, 1908; died February 16th, 1921.

SMITH, ELIOT NICHOLS. Elected Junior, April 2d, 1907; Associate Member, June 30th, 1910; died February 17th, 1921.

TALBOTT, HARRY ELSTNER. Elected Member, June 6th, 1900; died January 31st, 1921.

TOMLINSON, ALFRED THOMAS. Elected Member, September 7th, 1887; died January 21st, 1921.

Total Membership of the Society, March 3d, 1921,
9 889

Vol. XLVII. MARCH, 1921. No. 3.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

CONTENTS

MEMOIRS READY FOR DISTRIBUTION

Memoirs:

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For Index to all Papers, the discussion of which is current, see the back of the cover

VOL. XLVII. MARCH, 1921. No. 3.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

SYNOPSES OF PAPERS

THE FLOW OF LIQUIDS THROUGH SHORT TUBES*

By Winslow H. Herschel, Esq.†

Synopsis.

In hydraulics a short tube usually receives scant attention, but it has two extensive uses. The carburetor nozzle is a short tube which limits the supply of gasoline, and with most viscosimeters the time of flow through a short outlet tube is used as a measure of viscosity. It is proposed from an analysis of published data in regard to long tubes and orifices, supplemented by the small amount of data available on short tubes and by original tests, to study the laws of flow through short, smooth tubes.

It is believed that the paper will prove to be of interest to hydraulic engineers.

* This paper will not be presented at any meeting of the Society, but written communications on the subject are invited for distribution and publication with the paper in *Transactions*. Published by permission of the Director of the U. S. Bureau of Standards.

† Associate Physicist, U. S. Bureau of Standards, Washington, D. C.

REQUEST FOR PAPERS

Place a cross in the square opposite the Paper or other matter desired, sign, and mail to: Secretary, American Society of Civil Engineers, 33 West 39th Street, New York City.

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PAPERS

Please send me the Paper indicated below, *also all future discussion on same:*

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It contains, in addition to a summary of the literature of the subject, the following original features:

1.—Unpublished tests on an "inverted" Saybolt Universal viscosimeter.

2.—The determination of the kinetic energy correction for turbulent flow from the experiments of Couette. The value is not $\frac{v^2}{2\,g}$, as ordinarily assumed in hydraulics.

3.—The determination of the length of tube having the same law of flow in the stream line and in the turbulent régimes.

4.—Proof that Sorkau was in error in thinking his tests showed a lower value of Reynolds' criterion than that usually determined at the critical velocity.

Members who desire a copy of this paper in full are requested to fill out the order blank and forward it to the office of the Secretary. The paper contains 20 pages, including 2 tables, and is illustrated by 10 diagrams.

PAPERS FOR DISTRIBUTION

"**THE FLOW OF LIQUIDS THROUGH SHORT TUBES.**" WINSLOW H. HERSCHEL, ESQ.

CURRENT PAPERS AND DISCUSSIONS

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Discussion..........Jan., 1921

"**Creeping of Railroad Rails.**" J. A. L. WADDELL..........Oct., 1920
Discussion..........Dec., 1920, Jan., 1921

"**Some Investigations and Studies in Hydraulic-Fill Dam Construction.**" J. ALBERT HOLMES..........Nov., 1920

"**Notes on Impact.**" F. W. GARDINER..........Nov., "

"**Control of Flood and Tidal Flow in the Sacramento and Joaquin Rivers, California.**" C. S. JARVIS..........Jan., 1921

"**Parabolic Weirs.**" F. W. GREVE..........Jan., "

Progress Report of the Special Committee to Codify Present Practice on the Bearing Value of Soils for Foundations, etc...........Feb., "

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OF

CIVIL ENGINEERS

(INSTITUTED 1852)

VOL. XLVII—No. 4.

APRIL, 1921

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CONTENTS

NEW YORK 1921

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TO CODIFY PRESENT PRACTICE ON THE BEARING VALUE OF SOILS FOR FOUNDATIONS, ETC.: Robert A. Cummings, E. G. Haines, Allen Hazen, James C. Meem, Walter J. Douglas.

TO REPORT ON STRESSES IN RAILROAD TRACK: A. N. Talbot, A. S. Baldwin, G. H. Bremner, John Brunner, W. J. Burton, Charles S. Churchill, W. C. Cushing, W. M. Dawley, H. E. Hale, Robert W. Hunt, J. B. Jenkins, George W. Kittredge, Paul M. LaBach, C. G. E. Larsson, G. J. Ray, Albert F. Reichmann, H. R. Safford, Earl Stimson, F. E. Turneaure, J. E. Willoughby.

ON HIGHWAY ENGINEERING: H. Eltinge Breed, George W. Tillson, A. B. Fletcher, John M. Goodell.

ON BRIDGE DESIGN AND CONSTRUCTION: Henry B. Seaman, Howard C. Baird, J. E. Greiner, C. W. Hudson, M. S. Ketchum, B. R. Leffler, A. F. Robinson, F. E. Turneaure, J. R. Worcester.

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

HEADQUARTERS OF THE SOCIETY—33 WEST THIRTY-NINTH STREET, NEW YORK.

TELEPHONE NUMBER......................4600 Vanderbilt.
CABLE ADDRESS.........................."Ceas, New York."

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AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PROCEEDINGS

This Society is not responsible for any statement made or opinion expressed in its publications.

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS

OF THE SOCIETY

April 6th, 1921.—The meeting was called to order at 8.00 P. M.; President George S. Webster in the chair; J. P. J. Williams, Assoc. M. Am. Soc. C. E., acting as Secretary; and present, also, 725 members and guests, of whom a large proportion were ladies.

The minutes of the meeting of March 2d, 1921, were approved as printed in *Proceedings* for March, 1921.

The President introduced the speaker of the evening, Maj.-Gen. John A. Lejeune, Commandant, U. S. Marine Corps, Washington, D. C. After his description of the Battle of Meuse-Argonne, which was of absorbing interest because of the first-hand facts and personal incidents and experiences related by the speaker who was Commanding General of the Second Division of the American Expeditionary Forces, Gen. Lejeune amplified in detail the story of the battle by the use of two

films of an animated map prepared by the U. S. Signal Corps to represent the daily movements of the various divisions at the front.

President Webster expressed the appreciation of those present, and a rising vote of thanks to Gen. Lejeune for favoring the Society by consenting to address it was passed unanimously.

The election of the following candidate on March 7th, 1921, was announced:

As Members

Lloyd Aldrich, San Francisco, Cal.
Francis Kernan Baxter, Jr., Berkeley, Cal.
George Lewis Bennett, New York City
William Harris Bosier, Kansas City, Mo.
Louis Lay Calvert, New York City
Walter Sherman Lyle Cleverdon, New York City
Edward Zane Collings, Anselmo, Cal.
Allan Vinal Garratt, Holliston, Mass.
Maurice Eugene Gilmore, New York City
Brent Cooke Jacob, Cleveland, Ohio
Carl Emil Lilliestrand, Pittsfield, Mass.
Horace Whitcomb Oxnard, Topeka, Kans.
Erastus Root St. John, Binghamton, N. Y.
Paul King Sheidler, Cincinnati, Ohio
Clint Sanford Slayback, Cisco, Tex.
Willis Lothair Westcott, Cleveland, Ohio
Howard Rogers Whitney, Springfield, Mass.
Paul Clinton Whitney, Washington, D. C.

As Associate Members

Robert Eugene Adams, Atlanta, Ga.
Frederick Raymond Adelhelm, Philadelphia, Pa.
George Douglas Andrews, New Cumberland, Pa.
James Henry Archer, Clarksdale, Miss.
James Manor Baldwin, Pittsburgh, Pa.
Ethan Frank Ball, Pittsburgh, Pa.
William Henry Bauman, Hebron, Nebr.
Archer Wilsey Bedell, Mason City, Iowa
Arthur James Boase, Philadelphia, Pa.
Arthur Hussey Brown, Parris Island, S. C.
Thomas Phelps Brown, Allison Park, Pa.
John Edward Buck, Corning, Iowa
Robert Hayes Burns, Pontiac, Mich.
Clifton Harland Chadwick, New York City
Milton Earl Chamberlain, Rutherford, N. J.
Joseph Bernard Corridon, Baltimore, Md.
Fred Gaston Cunningham, Toledo, Ohio
Harold Reynolds Dean, Huntington, N. Y.
Anthony Joseph De Pace, New York City

John Simpson Dodds, Ames, Iowa
Daniel Raymond Donlen, Omaha, Nebr.
Warren Clark Donnelly, New York City
Ashby Dawson Estes, Hongkong, China
Charles Dorman Evans, Shreveport, La.
Herbert William Ferris, New York City
Earl Harrell Flannery, Wynne, Ark.
Charles Clarence Foster, Shreveport, La.
Pedro Garcia, Lima, Peru
Schley Gordy, Columbus, Ga.
Ernest Fred Goyette, Springfield, Mass.
Charles Cyril Halkyard, Sandy Bay, Tasmania
Albert Edmund Stockdale Hall, Wilmington, Del.
Robert McKenzie Hardison, Boston, Mass.
Eugene Lee Harshbarger, Dallas, Tex.
John George Heft, Santa Rosa, Cal.
Reuben Harland Horton, Philadelphia, Pa.
Fritz Wilhelm Karge, Los Angeles, Cal.
Wilson Homer Knox, Cleveland, Ohio
Milton Leon, Muskogee, Okla.
Ray Clifford Livingston, Minneapolis, Minn.
Charles Harold McCrea, St. Louis, Mo.
Edwin Carleton Merrill, New Rochelle, N. Y.
Albert Leonard Nelson, Omaha, Nebr.
Joseph Henry Peterson, Boston, Mass.
John Green Reagan, Cisco, Tex.
Lawrence Wood Robert, Jr., Atlanta, Ga.
John Harvey Rowland, New York City
Herbert Oswald Sauer, Baltimore, Md.
Edward Cortlandt Snow, Elephant Butte, N. Mex.
Charles Alvah Spears, Oakland, Cal.
James Earl Waite, Holyrood, Kans.
Daniel Charles Walser, Pittsburgh, Pa.
Edward Ardis Waugh, Los Angeles, Cal.
Thomas Moss Wheat, Detroit, Mich.
James Marion Whelan, Jr., Chicago Heights, Ill.
Carl Lex Williford, Houston, Tex.

As Associates

William Henry Ellis, East Boston, Mass.
Frank Shepley Fellows, Cleveland, Ohio
Ernest Christian Heller, Youngstown, Ohio
Edwin Wallace Schneider, Washington, D. C.
Howard Ignatius Seney, New York City

As Juniors

Thomas Ringgold Camp, Dallas, Tex.
Patrick Francis Canavan, New York City

Jefferson Davis Harris, Shreveport, La.
Chia-Yuen Hou, Pottstown, Pa.
Francisco Lobos, Rancagua, Chile
Harold Washburn Mead, Madison, Wis.
Charles Neldon Mortenson, Salt Lake City, Utah
Edward Carey O'Brien, New York City
Norman Penney, New York City
Nathan Podoloff, New York City
George Rollo Rich, Worcester, Mass.
Charles Frederick Ruff, New Brighton, N. Y.
Augustus Victor Saph, Jr., Berkeley, Cal.
Irving Sidney Towsley, Philadelphia, Pa.
Altur Rangaswami Venkatachari, Royapuram, India
William Olin Walter, Coffeyville, Kans.
Walter Herbert Weiskopf, Philadelphia, Pa.

The transfer of the following candidates on March 7th and 8th, 1921, was announced:

From Associate Member to Member

George Clyde Baldwin, Idaho Falls, Idaho
Sylvanus A. Becker, Bethlehem, Pa.
Frank Preston Fifer, Florence, Ala.
Charles Louis Fox, Wilkinsburg, Pa.
Carl Hamilton Fuller, Youngstown, Ohio
Irving Van Arnam Huie, Albany, N. Y.
Donald Fraser McLeod, University, Miss.
Urban Serenus Marshall, Helena, Mont.
Charles Arthur Poole, Rochester, N. Y.
Charles Ernest Ramser, Washington, D. C.
Walter Samans, Philadelphia, Pa.
Frederick Charles Scobey, Berkeley, Cal.
John Rockwood Sherman, Ellensburg, Wash.
Merton Rogers Sumner, New York City

From Associate to Member

Charles Griffith Young, New York City

From Junior to Associate Member

George Burrett Davidson, New York City
Willard Farnsworth Day, Lynchburg, Va.
William Louis Havens, Cleveland, Ohio
Arcadius Lars Peter Johnson, New York City
Byron Casper McCurdy, Memphis, Tenn.
Ralph Leonard Morrell, Chicago, Ill.
Russell Alger Van Ness, Chicago, Ill.

The following deaths were announced:

William Henry Brenton, of Washington, D. C., elected Member, April 18th, 1916; died February 11th, 1921.

John Ryan Burke, of Boston, Mass., elected Member September 12th, 1916; died April 27th, 1920.

Eugene Willett Van Court Lucas, of New York City, elected Associate Member, April 3d, 1895; Member, September 5th, 1900; died March 8th, 1921.

Wisner Martin, of Boston, Mass., elected Junior, May 3d, 1892; Associate Member, July 3d, 1895; Member, May 1st, 1901; died May 24th, 1919.

Bernhard Martin Samuelson, of London, England, elected Member, March 11th, 1919; died February 20th, 1921.

Calvin Tomkins, of New York City, elected Associate, January 6th, 1886; died March 13th, 1921.

Adjourned.

OF THE BOARD OF DIRECTION

(Abstract)

March 7th, 1921.—The Board reconvened at 10 a. m., at the Headquarters of the Society; President Webster in the chair; H. S. Crocker, Acting Secretary; and present, also, Messrs. Anderson, Beahan, Brown, Clark, Curtis, Davis, Elwell, Greene, Grunsky, Henny, Herschel, Hogan, Hovey, Hoyt, Hudson, Humphrey, Langthorn, Marston, Pegram, Stuart, Talbot, and Wall.

After certain minor corrections were made, the minutes of the meetings of the Board of January 17th and 18th, 1921, and of the sessions of January 19th and 20th, 1921, of the present meeting were, on motion of Director Humphrey, seconded by Past-President Herschel, unanimously approved.

The President appointed Vice-President Wall and Director Anderson as Tellers to canvass the Membership Ballot. The Tellers subsequently reported, and the President declared the election of candidates.*

Report of Finance Committee.

Past-President Herschel, Chairman of the Finance Committee, presented a report of date March 7th, 1921, excerpts from which follow.

"March 7th, 1921.

"The Finance Committee met on February 24th, 1921, this being the only meeting which it has had since the January 17th, 1921, Board meeting.

"Consideration was had of the action taken at the January 17th, 1921, Board meeting in accepting a report from the Committee on Special Committees and approving its recommendation that an appropriation of $3 000 be made for the work of the Special Committee on Bridge Design and Construction for the year 1921, subject to the approval of the Finance Committee.

"The Finance Committee approved this appropriation.

"Consideration was had of the request for an additional appropriation of $1 250 for the Library of the United Engineering Society, and it was decided to recommend that that amount be added to the budget appropriation.

"Consideration was had of the letter from Chairman Cummings of the Special Committee on Bearing Value of Soils for Foundations, and on motion, duly sec-

* See page 374.

onded, it was decided to refer this matter to the Committee on Special Committees for report to the Board.

"Referring to the receipt from the *Engineering News-Record* of $2 000, its contribution to the Arthur M. Wellington Prize Fund, recommendation is made that this shall be invested in U. S. Fourth Liberty Loan Bonds, having an interest rate of 4¼, which bonds are now quoted at 87, making a net dividend of approximately 5.4%."

On motion of Director Clark, duly seconded and carried, the report was approved.

Past-President Davis moved a reconsideration. This motion was seconded by Past-President Herschel and was unanimously carried.

Directors Humphrey and Anderson discussed the recommendation of the Finance Committee regarding the acceptance of resignations as set forth in the report, and on motion of Director Humphrey, seconded by Director Hudson, the several names were ordered to be referred to the Directors in their several districts for subsequent report to the Board.

All other recommendations contained in the report of the Finance Committee were adopted and made the action of the Board.

Committees Report Progress.

Director Humphrey made a progress report for the Publication Committee.

In accordance with the authorization of the Board, on account of Chairman Hunt's absence from the city, President Webster subsequently appointed Director Humphrey Acting Chairman of the Publication Committee.

Vice-President Stuart, Chairman of the Library Committee, reported progress.

Past-President Davis, Chairman of the Committee on Special Committees, reported progress.

Action Regarding Committee on Electrification of Railroads.

Consideration was had of the report of the 1920 Committee on Special Committees on the subject of the advisability of appointing a committee to investigate the question of electrification of steam railways.

The subject was discussed by Director Humphrey, Past-Presidents Talbot and Davis, Directors Marston and Hoyt, and Past-President Curtis.

Director Humphrey moved that the committee be not appointed, the sense of the Board being that the facts in the case do not seem to warrant its appointment.

This motion was seconded, and carried unanimously.

Discussion of the subject was resumed by Director Hoyt and Past-Presidents Curtis, Davis and Pegram, following which Director Hoyt moved that the Committee on Special Committees be instructed to investigate this question and take the matter up with other Societies to see in what way this Society can co-operate with other Societies in this direction.

This motion was seconded by Past-President Pegram, and unanimously carried.

Plan for Conducting Technical Activities.

Director Hoyt referred to a suggested plan for conducting the technical activities of the Society which he had previously communicated under date of February 4th, 1921, severally to the members of the Board, as follows:

"With a view to increasing the value of the technical activities of the American Society of Civil Engineers, it is suggested that the field of civil engineering be divided into several branches (for example, sanitary, hydraulic, structural, topographic, highway, railroad, irrigation, drainage, river and harbor improvement), and that a committee be appointed to follow the work in each branch, such committee to be composed of men who are active in the branch. Following are possible functions of each such committee:

"1.—To keep in touch with the work that is being done throughout the country in its branch.

"2.—To advise the membership in a general way, through the *Proceedings*, of activities in its branch.

"3.—To solicit papers for presentation to the Society, and to promote discussions of them to the end that the Society publications may contain a record of important current activities in engineering, as well as a history of completed engineering work.

"4.—To keep sufficiently in touch with the activities of other organizations that our work may be co-ordinated with others and duplication avoided.

"5.—To initiate the organization of sub-committees for work within limited fields in the branch if there is demand for them.

"6.—To assist the Committee on Publications, especially by reviewing manuscripts submitted for presentation, or to suggest names for this function.

"7.—To study systematically the needs for sub-committees on research problems in the branch and to make appropriate recommendations to the Board of Direction.

"The above plan of procedure should tend to create an interest by the individual members of the Society in its work, and the committees could be composed of the younger men located in various parts of the country. It could also be extended to promote activities in the Local Sections, and might eventually lead to the formation of technical sections."

This plan and the general subject were discussed in detail by Messrs. Anderson, Davis, Hoyt, Humphrey, Stuart, Talbot, and Webster; Vice-President Stuart moved that the Committee on Special Committees, for the purpose of expanding the technical activities of the Society, shall consider the organization of a committee on technical affairs, and shall make recommendation to the Board of the number of members of which such committee should be comprised.

This motion was seconded by Director Beahan and discussed by Messrs. Anderson, Beahan, Davis, Hoyt, Humphrey, and Stuart, after which it was unanimously carried.

The Committee on Special Committees later made the following report:

Committee to Promote Technical Activities.

"The Board of Direction has referred to the Committee on Special Committees the suggestions of Director Hoyt concerning the appointment of a Committee to Promote the Technical Interests and Activities of the Society.

"After discussion and consideration, the Committee begs to submit the following report:

"It is suggested that a Committee of seven be appointed, consisting of Corporate Members, widely distributed geographically and representing different branches of civil engineering, whose duties shall be to stimulate interest and activities in technical lines.

"This Committee should be empowered to select and recommend to the Board of Direction for appointment a sub-committee in each Director's district for the purpose of stimulating discussion and authorship of technical subjects of interest to our membership, and to see that the latest developments along the various lines of engineering are promptly given to the public by those best qualified to do so.

"The main Committee should supervise the work of the sub-committees, see that they function properly, and recommend changes in the personnel thereof when deemed necessary.

"The main Committee should conduct most of its work by correspondence, but shall receive mileage allowance for not more than two meetings per year.

"No mileage shall be allowed the sub-committees except as shall be especially provided by the Board or by Local Sections in their several localities."

On motion of Director Henny, seconded by Director Beahan, this report was approved, and the President was authorized to appoint the members of the Committee requested.

Recess was taken until 2 P. M.

Afternoon Session.

The Board reconvened at 2 P. M., with the same attendance as in the morning.

Consideration of External Relations Postponed.

Consideration was had of the action of the Board of Direction at its meeting of January 17th, 1921, in recommending that at its Quarterly Meetings the Board sit as a Committee of the whole on matters touching on external relations of the Society, and that it appoint in such centers or districts as may appear to it desirable local committees to act under the chairmanship of the member of the Board of Direction of the district, in order that the work of the Committee and of the Society may be properly co-ordinated without undue expense to the Society.

This matter was discussed by Messrs. Humphrey, Stuart, Talbot, and Wall.

On motion of Vice-President Stuart, seconded by Director Humphrey, and duly carried, action was deferred until after the Annual Convention.

Action Regarding Proposed New Constitution.

On motion of Director Humphrey, action was taken in authorizing the Acting Secretary to transmit to the Corporate Membership, in connection with the new Constitution proposed by the Committee on Referred Amendments, the report of that Committee of date of February 17th, 1921; the Committee's comments concerning the various changes which it proposes in the Constitution; and a letter from Messrs. Parker and Aaron, of date of February 18th, 1921, concerning the legality of the proposed revision of the Constitution.

A general discussion was had of the report of the Committee on Referred Amendments, and action was taken instructing the Acting Secretary to decline the request of the Committee that its comments on the several articles of the proposed Constitution be printed in parallel columns opposite the articles to which they refer, and he was further instructed to communicate to the Committee the latest action of the Board of Direction in the adoption of rules governing the organization and administration of Student Chapters.

Director Henny moved that the President appoint a committee to co-operate with the Committee which has submitted these amendments, to go over all the contradictory points and changes so that there may be a thorough amendment to this present amendment ready for consideration at the Annual Convention.

This motion was seconded by Past-President Herschel and discussed by Messrs. Anderson, Henny, Hogan, Humphrey, Marston, and Webster, and as the result of an "aye" and "no" vote was declared lost.

Reimbursement of Chairman of Engineering Council.

The Acting Secretary recited the history of the underwriting to the amount of $25 000 by Mr. J. Parke Channing of certain activities of Engineering Council.

On motion of Director Grunsky, seconded by Past-President Talbot, appropriation was made of the sum of $2 750 to reimburse Mr. Channing for the Society's share of the amount due him in final settlement of the account.

Future Meetings of the Board.

On motion of Director Humphrey, seconded by Past-President Davis, action was taken in fixing the following tentative dates for future meetings of the Board in the year 1921, these dates being subject to positive determination at the session of this meeting immediately prior to the Annual Convention; Quarterly Meetings, July 11th and October 10th, 1921; Intermediate Meetings, June 6th, September 12th, and November 21st, 1921.

Action to Appoint Members on Library Board of United Engineering Society.

The Acting Secretary presented for consideration the following letter:

"Hamilton Hotel, Hamilton, Bermuda,
"January 21st, 1921.

"Mr. George S. Webster,
"President, Am. Soc. C. E.,
"4900 Penn Street, Frankford,
"Philadelphia, Pa.

"Mr. Webster.—I am writing this letter on account of leaving for a trip to-morrow morning, and will be unable to discuss the subject with you, but the purpose is to direct your attention to the contract agreement between the American Society of Civil Engineers and United Engineering Society relative to the Library, and is referred to in the Charter and By-laws, Third Revision, May, 1917, page 27. Under the second paragraph, I quote as follows:

"'2d. The four libraries of the said societies shall be controlled and administered as one Joint Library by the Library Board of the United Engineering Society, in accordance with the By-laws of that Society.'

"This clause of the agreement when interpreted in terms of its obligations to accord with the By-laws of the United Engineering Society means that our Society shall designate one member of the Society each year to serve four years on the Library Board, and if you are to maintain the continuity of interest and influence and control of the affairs of the Library Board, I take the liberty of suggesting to you that the requirements of this clause shall be carried out. I also feel just as keenly that the practice of appointing as our Committee the representatives of the Society on the Library Board works a great disadvantage, not only to the Library Board, but to our own Society particularly. As far as I can find there is no justification for such appointments. The Library Committee and the Board of Direction are separate and apart from the Library Board, and its constitutional duties do not require it to participate in the affairs of the Library Board. On the other hand, the appointments to the Library Board are equally as important as those to Engineering Foundation, and it would be advantageous to select men of equal standing.

"I trust you will pardon my liberty in directing attention to this, particularly on account of the delicacy of my relations to the enterprise, but assure you of the impersonal character of the reference.

"Yours very truly,
"Robert A. Cummings,
"*Vice-President*, Am. Soc. C. E."

and in this connection consideration was had of the By-laws of the United Engineering Society as follows:

"85.—The Library Board shall be composed as follows: Four members designated by each of the Founder Societies; the Secretary of each of the Founder Societies; the Director of the Library, who shall also be the Secretary of the Board.

"One member shall be designated by each Founder Society each year to serve four years.

"Any vacancy occurring among the appointed members shall be filled by the corresponding Founder Society for the unexpired term."

Past-President Talbot moved that the Board proceed to carry out the provision of the By-laws of the United Engineering Society in regard to the Library Board, and that the President be authorized to appoint representatives of this Society as members of the Library Board for terms of four, three, and two years, respectively, and one member for a term of one year.

Director Humphrey seconded this motion, and it was duly carried.

Delegates to General Engineering Congress in London Authorized.

The Acting Secretary presented a letter* from the Secretary of the Institution of Civil Engineers, London, England, extending a cordial invitation to members of this Society to attend a General Engineering Congress, to be held in London during the summer of 1921; also a letter from the American Society of Mechanical Engineers indicating its intention to send delegates to the Engineering Conference in question; and a suggested list of delegates from the other three Founder Societies.

Director Humphrey moved, and Past-President Talbot seconded the motion, which was duly carried, that the President be empowered to select three or more members of the Society as representatives to attend the Conference at their own expense.

Conference Committee on Universal Code of Ethics.

The Acting Secretary referred to the appointment by the previous Board of a Committee of two of its members to co-operate with a like committee of Mechanical Engineers with a view to the development of an universal Code of Ethics applicable to all engineers and architects, and called attention to its recommendation that the present Board appoint a new committee to go on with the work.

On motion of Director Humphrey, seconded by Director Beahan, and unanimously carried, the President was authorized to appoint a committee of two members of the Board.

The President subsequently appointed Messrs. A. M. Hunt and C. C. Elwell.

Proposed Revival of Special Committee on Valuation.

The Acting Secretary presented a letter from R. S. Buck, M. Am. Soc. C. E., suggesting the revival of the Special Committee on Valuation of Public Utilities.

Director Grunsky moved the matter be referred to the Committee on Special Committees for recommendation to the Board.

This motion was seconded by Director Humphrey and carried unanimously.

* This letter was published in Items of Interest, *Proceedings*, Am. Soc. C. E., January, 1921, p. 5.

COMMITTEE ON EDUCATION PROPOSED.

A communication of date of March 5th, 1921, from Secretary Flinn in regard to the proposed investigation of industrial education and training by Engineering Foundation, and suggesting that the Society should have a Committee on Education to which matters in this connection may be referred was, on motion of Director Grunsky, duly seconded and carried, referred to the Committee on Special Committees for recommendation.

DELEGATES AND REPRESENTATIVES APPOINTED.

In response to an invitation of the American Academy of Political and Social Science, the President was authorized to appoint three delegates to its Twenty-fifth Annual Meeting to be held May 13th and 14th, 1921, in Philadelphia, Pa., with the understanding that the attendance of these delegates shall not involve the Society in any expense.

The President subsequently appointed Messrs. William Easby, Jr., Benjamin Franklin, and John Meigs, Members, Am. Soc. C. E.

Past-President Charles D. Marx was re-appointed representative of the Society on the Washington Award Commission.

The Acting Secretary reported the following as a matter of record:

> Appointment by President Webster of Robert I. Randolph, M. Am. Soc. C. E., as representative of the Society to the National Construction Conference held in Chicago, Ill., on March 2d and 3d, 1921.
>
> Appointment by President Webster of George G. Anderson, Chairman, Edward E. Wall, and Frank T. Darrow, as a Committee of the Board; and of E. B. Cushing, Chairman, J. H. Brillhart, J. M. Howe, H. F. Jonas, E. G. Maclay, J. C. McVea, E. E. Sands and M. J. Sullivan as the Local Committee on Arrangements for the Annual Convention.
>
> The receipt of invitations from the Mayor of Buffalo, N. Y., and from the Buffalo Chamber of Commerce to hold the 1921 Annual Convention in that city, together with his reply explaining the impossibility of acceptance.
>
> The award by the Institution of Civil Engineers to Dr. W. C. Unwin of the Kelvin Medal of 1920.
>
> The acceptance by Joseph J. Yates, M. Am. Soc. C. E., of his appointment as representative of the Society on the American Engineering Standards Committee for the term ending December 31st, 1923, and action was taken in the appointment of H. N. Latey, M. Am. Soc. C. E., as an alternative representative to this Committee.
>
> The acceptance by S. F. Holtzman, M. Am. Soc. C. E., of his appointment as representative of the Society on the Sectional Committee for the Standardization of Elevators of the American Engineering Standards Committee.
>
> The acceptance by G. R. Solomon, M. Am. Soc. C. E., of his appointment as representative of the Society on the Sectional Committee on Safety of Floor Openings, Railings and Toe Boards of the American Engineering Standards Committee.
>
> The compliance of the Nashville Section with the conditions of organization prescribed by the Board.

PUBLICATION OF PAPERS—NEW STUDENT CHAPTERS.

Certain resolutions* passed by the Portland Section relative to the form of publication of papers, were referred to the Publication Committee, with the request that report be made at the next meeting of the Board.

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* See page 413.

Approval was given to the establishment of the following Student Chapters:

The Alabama Polytechnic Institute Student Chapter,
The Johns Hopkins University Student Chapter,
The University of Kansas Student Chapter,
The Massachusetts Institute of Technology Student Chapter,
The New York University Student Chapter,
The Polytechnic Institute of Brooklyn Student Chapter,
The Purdue University Student Chapter,
The Rose Polytechnic Institute Student Chapter,
The Virginia Military Institute Student Chapter,
The Yale University Student Chapter.

On motion of Director Marston, duly seconded, and carried, the report of the Committee on Student Chapters, which was received and adopted at the January 18th, 1921, Board meeting, was revised to authorize the form of membership card already in use prior to the report.

Action was taken instructing the Secretary in June of each year to communicate with the members of Engineering Departments of colleges and universities at which Student Chapters are established, calling attention to the advantages to be derived by engineering graduates becoming Juniors of the Society.

Recess was taken at 5:45 P. M., to meet as a Membership Committee, on March 8th, 1921, at 9 A. M.

March 8th, 1921.—The Board reconvened at 2:45 P. M., at the conclusion of the meeting of the Membership Committee, and the report of that Committee was presented.

On motion, duly seconded, the recommendations of this report, which were not read, were adopted as the action of the Board.

Report of Special Committee on Research.

Past-President Talbot, Chairman of the Special Committee on Research, offered the following report:

"March 8th, 1921.

"To the Board of Direction,
"American Society of Civil Engineers.

"The Committee which was asked to report further on the scope of work of the Committee on Research and the Advisory Committee on Civil Engineering of the Division of Engineering of the National Research Council, makes the following report, and proposes the following statement of duties of these Committees:

"The duties of the Committee on Research (to consist of seven or nine members) shall be to organize, stimulate, and supervise the research work of the Society as conducted by its Committees or through co-operation with societies and individuals, in accordance with the directions and regulations of the Board of Direction.

"The duties of the representatives of the Society on the Advisory Committee on Civil Engineering of the Division of Engineering of the National Research Council shall be to represent the Society in its responsibilities therein as Sponsor Society in research work in civil engineering, in accordance with the directions and regulations of the Board of Direction. The representatives of this Society on this Advisory Committee shall be not more than fifteen, and shall include the Committee on Research of the Society.

"The Committee asks further time to make recommendations on the personnel of these Committees.

"Respectfully submitted,

"A. N. TALBOT, *Chairman*,
"A. P. DAVIS,
"ANSON MARSTON,
"GEORGE H. PEGRAM,
"ROBERT A. CUMMINGS,
"H. S. CROCKER."

On motion of Director Humphrey, seconded by Director Beahan, and unanimously carried, the report was accepted, and action taken on the several recommendations as follows:

Director Humphrey moved that the recommendation first read be approved. The motion was seconded by Vice-President Wall and unanimously carried.

Past-President Talbot and Director Humphrey debated the second recommendation, following which Director Humphrey moved its approval. This motion was seconded by Past-President Davis and unanimously carried.

WAR DEPARTMENT AND CIVILIAN ENGINEERS.

Past-President Davis presented a communication from A. B. McGrew, M. Am. Soc. C. E., proposing a draft of preamble and resolutions concerning the policy of the War Department in the employment of civilian engineers in the prosecution of river and harbor and other civil works.

These resolutions were discussed by Messrs. Cummings, Davis, Grunsky, Henny, Humphrey, and Talbot, and certain revisions and changes were made in their original phraseology, leading to the final presentation of the following resolutions, the adoption of which was moved by Past-President Davis and seconded by Past-President Talbot:

"*Whereas*, it has heretofore been the policy of the War Department to employ civilian engineers in the prosecution of river and harbor and other civil works, and,

"*Whereas*, a number of these, who have served for from twenty to more than forty years, have attained to a high standard of efficiency in all matters relating to such Government works, and because of their thorough knowledge of the works and affairs in general pertaining to their localities have for many years been charged with the major responsibilities of the districts in which they are employed, and,

"*Whereas*, during the period of the war many of the important Engineer Districts for rivers and harbors were placed in complete charge of such civilian engineers, for which specific provision of law exists, in which capacity they served, as heretofore, devotedly and with distinction, and,

"*Whereas*, at the close of the war period these civilians were promptly relieved of their posts and restored to their former positions without material recognition of their devoted and patriotic services, for which they could readily at the time have derived a much higher compensation in private life, and,

"*Whereas*, under the provisions of the Army Reorganization Act of June 5th, 1920, the War Department has been and is now commissioning civil engineers into the Army, many without important or extensive experience in river and harbor and other civil works, and is appointing these newly made officers in its Engineer Bureau to the charge of districts over its efficient, faithful, civilian employees of long standing, therefore be it

"*Resolved:* That the Board of Direction of the American Society of Civil Engineers calls the attention of the representatives in Congress to the manifest unfairness and injustice and undemocratic and unbusinesslike discrimination apparent in the appointment of engineers in charge of the Government's engineering works, and urges that Congress speedily proceed, by proper enactment, to recognize the services rendered by those civilian engineers who at any time during

the World War served meritoriously as District Engineers in charge of River and Harbor Districts, by creating the office of United States Civil Engineer and designating said ex-District Engineers as such United States Civil Engineers; said Congressional enactment to fix the salary, retirement provision, and other conditions and allowances, similar to those proposed in Senate Bill 4 956, 66th Congress, 3d Session, introduced on January 31st, 1921, by Senator Wolcott of Delaware, and be it

Resolved: That a copy of these resolutions be transmitted to the Secretary of War, the Chairmen of the Senate and the House Military Committees, the Chairman of the Senate Committee on Commerce, and the Floor Leader of the House."

Director Humphrey moved that action be deferred until the session of April 25th, 1921.

After being seconded, this motion was lost by show of hands, by a vote of 7 "ayes" to 11 "noes".

Action was then taken on the resolutions, which were unanimously carried.

At the request of Director Humphrey for an expression of views of the members of the Board regarding the method of publishing papers which are presented to the Society, Messrs. Davis, Marston, Grunsky, Henny, Humphrey, and Talbot participated in an informal discussion, no action being taken.

Recess was taken until 10 A. M., April 25th, 1921, at Houston, Tex.

SELECTED LIST OF BOOKS ON CIVIL ENGINEERING

Compiled by the Acting Secretary under the Direction of the Committee on Publications*

This list is issued in the hope that it may be helpful to engineers and to libraries in making a reference collection of books on Civil Engineering. It is not to be regarded as a comprehensive list, as the intention has been to include only the more important books in each branch. In the work of selection the Committee has been assisted by many prominent engineers.

The Committee on Publications will welcome further suggestions from the membership at large. Members sending suggestions will please bear in mind:

1. The list is not intended to be comprehensive.

2. It should be condensed rather than enlarged, and suggestions should be made for substitutions rather than additions, but

3. All branches of Civil Engineering should be represented adequately, and note of omissions of subjects or the more important books on the subject should be made.

It is hoped that a list may be evolved which, representing the consensus of opinion of members of this Society on the subject, may be authoritative although it is realized that no list will ever be approved in its entirety by every one.

ENGINEERING IN GENERAL.

Bibliographies.

Engineering Index. 1884–1920. N. Y., Am. Soc. Mech. Engrs.
Industrial Arts Index. 1913–20. N. Y., H. W. Wilson Co.

Biography.

Smiles, Samuel. Lives of the engineers. New ed. 5 v. 1905. N. Y., Scribner, $13.75.

Contracts and Specifications. Law.

Allen, C. Frank. Business law for engineers. 1917. N. Y., McGraw, $4.
Johnson, John Butler. Engineering contracts and specifications. Ed. 3. 1902. N. Y., McGraw, $3.
Mead, D. W. Contracts, specifications and engineering relations. Ed. 2. 1920. N. Y., McGraw, $4.
Wait, John Cassan. Engineering and architectural jurisprudence. 1898. N. Y., Wiley, $6.
Wait, John Cassan. Law of contracts. 1901. N. Y., Wiley, $2.75.
Wait, John Cassan. Law of operations preliminary to construction in engineering and architecture. 1900. N. Y., Wiley, $5.

Dictionaries.

Schlomann, Alfred, ed. Illustrated technical dictionary in six languages. 13 v. 1906–19. N. Y., Stechert, prices of separate volumes range from $2 to $7.

General Works.

Handbuch der Ingenieur-Wissenschaften. 61 v. 1880–1914. Leipzig, Engelmann.
Carpenter, R. C. Experimental engineering. Ed. 7. 1911. N. Y., Wiley, $6.

Handbooks.

Dawson, Philip. "Engineering" and electric traction pocket-book. Ed. 4. 1906. N. Y., Wiley, $5.
Frye, Albert I. Civil engineers' pocket-book. 1913. N. Y., Van Nostrand, $5.
Kent, William. Mechanical engineers' pocket-book. Ed. 9. 1916. N. Y., Wiley, $6.
Kidder, Frank E. and Thomas Nolan, eds. Architects' and builders' pocket-book. Ed. 16. 1916. N. Y., Wiley, $6.
Marks, Lionel S., ed. Mechanical engineers' handbook. 1916. N. Y., McGraw, $7.
Merriman, Mansfield. American civil engineers' handbook. Ed. 4. 1920. N. Y., Wiley, $5.
Peele, Robert. Mining engineers' handbook. 1918. N. Y., Wiley, $6.
Pender, Harold, ed. American handbook for electrical engineers. 1914. N. Y., Wiley, $6.
Trautwine, J. C. Civil engineers' pocket-book. Ed. 20. 1919. Phil., Trautwine, $6.

* This list is based on one prepared for the Los Angeles Section by Eleanor H. Frick and Edith L. Shearer formerly Librarian and Assistant Librarian, respectively, of the American Society of Civil Engineers.

Valuation.

Floy, Henry. Valuation of public utility properties. 1912. N. Y., McGraw, $5.
Floy, Henry. Value for rate-making. 1916. N. Y., McGraw, $4.
Foster, H. A. Engineering valuation of public utilities and factories. 1912. N. Y., Van Nostrand, $3.
Grunsky, C. E. Valuation, depreciation and the rate base. 1917. N. Y., Wiley, $4.
Hayes, Hammond V. Public utilities: their cost new and depreciation. Ed. 2. 1916. N. Y., Van Nostrand, $2.
Hayes, Hammond V. Public utilities; their fair present value and return. 1915. N. Y., Van Nostrand, $2.
Saliers, Earl A. Principles of depreciation. 1915. N. Y., Ronald Press Co., $2.50.
Whitten, Robert H. Valuation of public service corporations. 1912. N. Y., Banks Law Pub. Co., $5.50.
Whitten, Robert H. Supplement of above. 1914. N. Y., Banks Law Pub. Co., $5.50.

CONSTRUCTION IN GENERAL. MANAGEMENT.

Efficiency Engineering. Management.

Babcock, G. D. Taylor system in Franklin management. 1918. N. Y., Eng. Mag. Co., $3.
Kimball, D. S. Principles of industrial organization. Ed. 2. 1919. N. Y., McGraw, $3.
Merrick, Dwight V. Time studies as a basis for rate setting. 1919. N. Y., Eng. Mag. Co., $6.
Taylor, Frederick W. Shop management. Rev. ed. 1911. N. Y., Harper, $1.50.
Thompson, Clarence Bertrand, ed. Scientific management. 1914. Cambridge, Mass., Harvard Univ. Press, $4.

Contractors' Plant.

Dana, Richard T. Handbook of construction plant, its cost and efficiency. 1914. N. Y., McGraw, $6.

Construction Work. Contracting.

Hauer, D. J. Modern management applied to construction. 1918. N. Y., McGraw, $2.50.

Costs.

Gillette, H. P. Handbook of cost data. Ed. 2. 1910. N. Y., McGraw, $6.
Gillette, H. P. and Richard T. Dana. Handbook of mechanical and electrical cost data. 1918. N. Y., McGraw, $6.

Drawing. Graphic Charts. Drafting Room.

Bartlett, F. W. and T. W. Johnson. Engineering descriptive geometry and drawing. 1919. N. Y., Wiley, $5.50.
Bishop, C. T. Structural drafting and the design of details. 1920. N. Y., Wiley, $5.
Collins, C. D. Drafting room methods, standards and forms. 1918. N. Y., Van Nostrand, $2.
French, T. E. Manual of engineering drawing. Ed. 2. 1918. N. Y., McGraw, $3.
Haskell, A. C. How to make and use graphic charts. 1919. N. Y., Codex Book Co., $5.
Peddle, J. B. Construction of graphical charts. Ed. 2. 1919. N. Y., McGraw, $2.

Engineering Geology.

Ries, Heinrich and Thomas L. Watson. Engineering geology. Ed. 2. 1914. N. Y., Wiley, $4.

Earthwork. Excavation Clearing.

Baker, *Sir* Benjamin. Actual lateral pressure of earthwork. (Van Nostrand science series). 1881. N. Y., Van Nostrand, 50c.
Daw, Albert W. Blasting of rock in mines, quarries, tunnels, etc. Ed. 2. 1909. N. Y., Spon, $5.
Gillette, H. P. Earthwork and its cost, a handbook of earth excavation. Ed. 3. 1920. N. Y., McGraw, $6.
Gillette, H. P. Handbook of clearing and grubbing methods and cost. 1917. N. Y., McGraw, $2.50.
Gillette, H. P. Handbook of rock excavation, methods and cost. 1916. N. Y., McGraw, $6.
McDaniel, Allen Boyer. Excavation machinery, methods and costs. 1919. N. Y., McGraw, $5.
Wellington, Arthur M. Methods for the computation from diagrams of preliminary and final estimates for railroad earthwork. 1875. N. Y., Appleton.

Waterproofing.

Ross, Joseph. Waterproof engineering. 1919. N. Y., Wiley, $5.

MATERIALS OF ENGINEERING.

Handbooks.

Johnson, J. B. Materials of construction. Ed. 5. 1918. N. Y., Wiley, $6.
Moore, H. F. Textbook of the materials of engineering. Ed. 2. 1920. N. Y., McGraw, $3.

Laboratory Manuals.

Hatt, W. K. and H. H. Scofield. Laboratory manual of testing materials. Ed. 2. 1920. N. Y., McGraw, $2.

Cement and Concrete

Blount, B. and others. Cement. 1920. London, Longmans, $6.
Butler, D. B. Portland cement, its manufacture, testing and use. Ed. 2. 1905. N. Y., Spon, $4.50.

Eckel, Edwin C. Cements, limes and plasters. 1905. N. Y., Wiley, $6.
Falk, Myron S. Cements, mortars and concretes. 1904. N. Y., McGraw, $2.50.
Gillmore, Q. A. Treatise on limes, hydraulic cements and mortars. 1886. N. Y., Van Nostrand, $4.
Heath, A. H. Manual on lime and cement. 1893. N. Y., Spon.
Le Chatelier, Henri. Constitution of hydraulic mortars. 1905. N. Y., McGraw, $2.
Sabin, L. C. Cement and concrete. Ed. 2. 1907. N. Y., McGraw, $5.
Taylor, W. Purves. Practical cement testing. 1908. N. Y., McGraw, $3.

Iron and Steel.

Cambria Steel Co. Cambria steel, a handbook of information relating to structural steel manufactured by the Cambria Steel Co.; comp. by George E. Thackray. Ed. 12. 1919. Johnstown, Pa., Cambria Steel Co., $1.50.
Camp, J. M. and C. B. Francis. Making, shaping and treating of steel. Ed. 2. 1920. Pittsburgh, Carnegie Steel Co., $5.
Campbell, H. H. Manufacture and properties of iron and steel. Ed. 4. 1907. N. Y., McGraw, $6.
Carnegie Steel Co. Shape book containing profiles, tables, and data appertaining to the shapes, plates, bars, rails and track accessories manufactured by Carnegie Steel Company. Ed. 7. 1920. Pittsburgh, Carnegie Steel Co., $1.
Cushman, Allerton S. and H. A. Gardner. Corrosion and preservation of iron and steel. 1910. N. Y., McGraw, $5.
Elliott, T. J. Elliott's weights of steel for engineers. 1916. Cleveland, Penton Publishing Co., $20.
Friend, J. Newton. Corrosion of iron and steel. 1911. N. Y., Longmans, $1.80.
Stoughton, Bradley. Metallurgy of iron and steel. Ed. 2. 1911. N. Y., McGraw, $4.
Tiemann, H. P. Iron and steel. Ed. 2. 1919. N. Y., McGraw, $4.
Wood, M. P. Rustless coatings. 1904. N. Y., Wiley, $4.

Stone and Clays.

Eckel, Edwin C. Building stones and clays. 1912. N. Y., Wiley, $3.
Richardson, Charles Henry. Building stones and clays. 1917. Syracuse, N. Y., Syracuse Univ., $5.50.

Timber.

Betts, H. S. Timber, its strength, seasoning and grading. 1919. N. Y., McGraw, $3.
Goss, O. P. M. Structural timber handbook on Pacific coast woods. 1916. Seattle, West Coast Lumbermen's Assoc., $1.
Tiemann, H. D. Kiln drying of lumber. 1917. Phil., Lippincott, $4.
Snow, Charles Henry. Wood and other organic structural materials. 1917. N. Y., McGraw, $5.
Weiss, Howard F. Preservation of structural timber. Ed. 2. 1916. N. Y., McGraw, $3.50.

CIVIL ENGINEERING.

General Works.

Mahan, D. H. Treatise on civil engineering. 1888. N. Y., Wiley.
Rankine, W. J. M. Manual of civil engineering. Ed. 24. 1920 (?). London, Griffin, 6s.

Structural Engineering. Mechanics of Materials. Theory of Design. Bridges.

Bach, Carl. Elastizität und Festigkeit. Ed. 6. 1911. Berlin, Springer, 20M.
Burr, W. H. Elasticity and resistance of the materials of engineering. Ed. 7. 1915. N. Y., Wiley, $5.50.
Church, I. P. Mechanics of engineering. Rev. ed. 1908. N. Y., Wiley, $6.
Dilworth, E. C. Steel railway bridges, designs and weights. 1916. N. Y., Van Nostrand, $6.
Hudson, C. W. Deflections and statically indeterminate stresses. 1911. N. Y., Wiley, $3.50.
Johnson, J. B. Theory and practice of modern framed structures. Ed. 9. 3 v. 1911–13. N. Y., Wiley, $11.
Ketchum, Milo S. Design of highway bridges of steel, timber and concrete. Ed. 2. 1920. N. Y., McGraw, $6.
Ketchum, Milo S. Structural engineers' handbook. Ed. 2. 1918. N. Y., McGraw, $6.
Kunz, F. C. Design of steel bridges. 1915. N. Y., McGraw, $6.
Marburg, Edgar. Framed structures and girders. v. 1. Stresses. 1911. N. Y., McGraw, $5.
Merriman, Mansfield. Mechanics of materials. Ed. 11. 1914. N. Y., Wiley, $4.
Merriman, Mansfield and H. S. Jacoby. Text-book on roofs and bridges. Pts. 1–4. 1905–17. N. Y., Wiley, $2.50 each.
Morley, A. Theory of structures. New ed. 1918. London, Longmans, $4.75.
Morris, Clyde T. Designing and detailing of simple steel structures. Ed. 3. 1914. N. Y., McGraw, $2.50.
Müller-Breslau, H. F. Elementares—Handbuch des Festigkeitslehre. 1875. Berlin Seydel.
Müller-Breslau, H. F. Die neuren Methoden der Festigkeitslehre und der Statik der Baukonstruktionen. Ed. 4. 1913. Leipzig, Kröner, 12M.
Rankine, W. J. M. Manual of applied mechanics. Ed. 20. 1919. London, Griffin, 12s. 6d.
Spofford, C. M. Theory of structures. Ed. 2. 1915. N. Y., McGraw, $5.
Tyrrell, H. G. Artistic bridge design. 1912. N. Y., McGraw, $3.
Waddell, J. A. L. Bridge engineering. 2 v. 1916. N. Y., Wiley, $10.

Concrete and Reinforced Concrete Construction.

Buel, A. W. and C. S. Hill. Reinforced concrete. Ed. 2. 1906. N. Y., McGraw, $6.
Corrugated Bar Co. Useful data on reinforced concrete buildings for the designer and estimator. 1919. Buffalo, N. Y., Corrugated Bar Co., $2.50.
Eddy, H. T. and C. A. P. Turner. Concrete steel construction. Ed. 2. 1919. Minneapolis, C. A. P. Turner Co., $10.

Emperger, F., *Edler* von, ed. Handbuch für Eisenbetonbau. Ed. 2. 12 v. 1910–15. Berlin, Ernst.
Gillette, H. P. and C. S. Hill. Concrete construction, methods and cost. 1908. N. Y., McGraw, $5.
Hool, G. A. and N. C. Johnson. Concrete engineers' handbook. 1918. N. Y., McGraw, $6.
Hool, G. A. Reinforced concrete construction. Ed. 2. 3 v. 1918. N. Y., McGraw, v. 1, Fundamental principles, $2.50; v. 2, Retaining walls and buildings, $6; v. 3, Bridges and culverts, $6.
Mörsch, Emil. Concrete-steel construction. 1909. N. Y., McGraw, $5.
Taylor, F. W. and S. E. Thompson. Concrete costs. 1912. N. Y., Wiley, $5.
Taylor, F. W. Treatise on concrete, plain and reinforced. Ed. 3. 1917. N. Y., Wiley, $5.
Turneaure, F. E. and E. R. Maurer. Principles of reinforced concrete construction. Ed. 3. 1919. N. Y., Wiley, $3.25.
Twelvetrees, W. N. Treatise on reinforced concrete. 1920. N. Y., Pitman, $7.50.

Masonry Construction.

Baker, Ira Osborn. Treatise on masonry construction. Ed. 10. 1909. N. Y., Wiley, $4.50.
Siebert, John S. and F. C. Biggin. Modern stone cutting and masonry. 1896. N. Y., Wiley, $1.50.

Timber Construction.

Dewell, H. D. Timber framing. 1917. San Francisco, Dewey, $2.

Foundations. Bridge Piers and Abutments.

Corthell, Elmer L. Allowable pressure on deep foundations. 1907. N. Y., Wiley, $1.25.
Fowler, Charles Evan. Practical treatise on engineering and building foundations, including sub-aqueous foundations. Ed. 4. v. 1. 1920. N. Y., Wiley, $5.
Jacoby, Henry S. and Roland P. Davis. Foundations of bridges and buildings. 1914. N. Y., McGraw, $6.

Retaining Walls.

Cain, William. Practical designing of retaining walls, with appendices on stresses in masonry dams. Ed. 7. 1914. N. Y., Van Nostrand, 75c.
Ketchum, Milo S. Design of walls, bins and grain elevators. Ed. 3. 1919. N. Y., McGraw, $4.
Howe, M. A. Retaining walls for earth, Ed. 5. 1911. N. Y., Wiley, $1.25.
Paaswell, George. Retaining walls, their design and construction. 1920. N. Y., McGraw, $4.

Building Construction. Buildings.

Burt, Henry J. Steel construction. 1914. Chic., Am. Tech. Soc., $2.75.
Hool, G. A. and N. C. Johnson. Handbook of building construction data for architects, designing and constructing engineers and contractors. 2 v. 1920. N. Y., McGraw, $10.
Ketchum, Milo S. Design of steel mill buildings. Ed. 3. 1912. N. Y., McGraw, $5.
Walker, F. R. Building estimator's reference book. Ed 3. 1919. Chic., F. R. Walker, $10.

Model Factory Towns.

Knowles, Morris. Industrial housing. 1920. N. Y., McGraw, $5.

SURVEYING.

General Works.

Hosmer, G. L. Geodesy. 1919. N. Y., Wiley, $3.50.
Johnson, J. B. and L. S. Smith. Theory and practice of surveying. Ed. 17. 1910. N. Y., Wiley, $3.50.
Thomas, W. Norman. Surveying. 1920. London, Arnold, $10.50.
Tracy, J. C. Plane surveying and exercises in surveying. 1916. N. Y., Wiley, $3.

RAILROADS.

General Works.

Kirkman, Marshall M. Science of railways. 10 v. 1919. Chic., Cropley, Phillips Co., $64.

Location.

Allen, C. Frank. Field and office tables, specially applicable to railroads. Ed. 3. 1920. N. Y., McGraw, $2.50.
Allen, C. Frank. Railroad curves and earthwork. Ed. 6. 1920. N. Y., McGraw, $2.50.
Beahan, Willard. Field practice of railway location. Ed. 2. 1909. N. Y., McGraw, $3.
Lavis, Fred. Railway estimates, design, quantities and costs. 1917. N. Y., McGraw, $5.
Perkins, Lee. Railroad taper; the theory and application of a compound transition curve based upon thirty-foot chords. 1915. N. Y., Wiley, $2.50.
Raymond, W. G. Elements of railroad engineering. Ed. 3. 1917. N. Y., Wiley, $4.
Raymond, W. G. Railroad field manual for civil engineers. 1915. N. Y., Wiley, $3.
Searles, W. H. Field engineering. Ed. 18. 1919. N. Y., Wiley, $3.
Shunk, W. F. Field engineer. Ed. 21. 1918. N. Y., Van Nostrand, $2.50.
Wellington, Arthur Mellen. Economic theory of the location of railways. Ed. 6. 1900. N. Y., Wiley, $4.50.

Construction and Maintenance.

American Railway Engineering Association. Manual of recommended practice. 1915. Chic., A. R. E. A., $4.50.
Camp, Walter Mason. Notes on track. Construction and maintenance. Ed. 2. 1904. Auburn Park, Chic., The Author.

Crandall, B. V. Track labor cost data. 1920. 14 E. Jackson Boulevard, Chic., The Author, $2.50.
Crandall, Charles Lee, and F. A. Barnes. Railroad construction. 1913. N. Y., McGraw, $3.
Hermann, E. A. Steam shovels and steam shovel work. 1894. N. Y. McGraw.
Mills, William H. Railway construction. 1898. N. Y., Longmans, $7.
Orrock, J. W. Railroad structures and estimates. Ed. 2. 1918. N. Y., Wiley, $5.
Sellew, William H. Railway maintenance engineering. 1915. N. Y., Van Nostrand, $3.
Tratman, E. E. R. Railway track and track work. Ed. 3. 1908. N. Y., McGraw, $4.
Webb, Walter Loring. Railroad construction. Ed. 6. 1917. N. Y., Wiley, $4.

Tunnels and Subways.

Brunton, David W. and John A. Davis. Modern tunneling. 1914. N. Y., Wiley, $3.50.
Copperthwaite, William C. Tunnel shields and use of compressed air in subaqueous works. 1906. N. Y., Van Nostrand, $9.
Drinker, Henry S. Tunneling. Ed. 3. 1888. N. Y., Wiley.
Gilbert, G. H., Lucius I. Wightman and W. L. Saunders. Subways and tunnels of New York, methods and costs. 1912. N. Y., Wiley, $4.
Lauchli, Eugene. Tunneling. 1915. N. Y., McGraw, $3.
Prelini, Charles. Tunneling. Ed. 6. 1912. N. Y., Van Nostrand, $3.
Simms, Fred W. Practical tunneling. Ed. 4. 1896. London. Crosby, Lockwood & Sons, £1 1s.
Stauffer, David M. Modern tunnel practice. 1906. N. Y., McGraw, $3.50.

Rails.

Sellew, W. H. Steel rails. 1913. N. Y., Van Nostrand, $10.

Buildings and Shops.

Berg, Walter G. American railway shop systems. 1904. N. Y., Ry. Age Gazette, $2.
Berg, Walter G. Buildings and structures of American railroads. 1893. N. Y., Wiley, $5.

Yards and Terminals.

Crandall, B. V. Terminal cost data. 1919. Chic., Railway Education Press, $2.50.
Droege, John A. Freight terminals and trains. 1912. N. Y., McGraw, $5.
Droege, John A. Passenger terminals and trains. 1916. N. Y., McGraw, $5.

Cars and Locomotives.

American Railway Master Mechanics' Association. Locomotive dictionary and cyclopedia. Ed. 5. 1919. N. Y., Simmons-Boardman, $8.
Henderson, George R. Cost of locomotive operation. 1906. N. Y., Ry. Age Gazette, $2.50.
Henderson, George R. Locomotive operation. Ed. 2. 1904. N. Y., Ry. Age Gazette, $3.50.
Master Car Builders' Association. Car builders' dictionary and cyclopedia. Ed. 9. 1919. N. Y., Simmons-Boardman, $8.
Schmidt, Edward C. Freight train resistance. 1910. Urbana, Univ. of Ill., 80c.
Schmidt, Edward C. Passenger train resistance. 1918. Urbana, Univ. of Ill., 20c.

Signals and Signaling.

Anderson, J. Electric locking. 1918. N. Y., Simmons-Boardman, $2.
McCready, H. Alternating current signaling. Ed. 3. 1919. Swissvale, Pa., Union Switch & Signal Co., $3.
Railway Signal Association. Manual. 1913. Bethlehem, Pa., The Assoc.

Operation.

Haines, H. S. Efficient railway operation. 1919. N. Y., Macmillan, $4.

Accounting.

Adams, H. C. American railway accounting. 1918. N. Y., Holt, $3.
Eaton, J. Shirley. Handbook of railroad expenses. 1913. N. Y., McGraw, $3.
Woodlock, Thos. F. Anatomy of a railroad report. 1900. N. Y., Doubleday, 60c.

Transportation Economics, Including Rates.

Ackworth, W. M. Elements of railway economics. 1911. Oxford, The Clarendon Press, 2s.
Colson, C. Railway rates and traffic. 1914. London, G. Bell & Sons, 3s. 6d.
MacPherson, Logan G. Railroad freight rates in relation to the industry and commerce of the United States. 1909. N. Y., Holt, $2.25.
Noyes, Walter C. American railroad rates. 1905. Bost., Little, $1.50.
Raper, Chas. L. Railway transportation. 1912. N. Y., Putnam, $1.50. (Based on Hadley's Railroad transportation).
Ripley, William Z. Railroads, finance and organization. 1915. N. Y., Longmans, $4.
Ripley, William Z. Railroads, rates and regulation. 1912. N. Y., Longmans, $4.
Ripley, William Z., ed. Railway problems. Rev. ed. 1913. N. Y., Ginn, $2.50.
Ripley, William Z., ed. Trusts, pools and corporations. Rev. ed. 1916. N. Y., Ginn, $2.75.

Electric Railroads.

Blake, H. W. Electric railway transportation. 1917. N. Y., McGraw, $5.
Buck, A. M. Electric railway. 1915. N. Y., McGraw, $4.
Burch, Edward P. Electric traction for railway trains. 1911. N. Y., McGraw, $6.
Parshall, H. F. and H. M. Hobart. Electric railway engineering. 1907. N. Y., Van Nostrand, $7.50.

HIGHWAYS.

General.

Agg, T. R. Construction of roads and pavements. Ed. 2. 1921. N. Y., McGraw, $4.
Baker, I. O. Treatise on roads and pavements. Ed. 3. 1918. N. Y., Wiley, $4.50.
Blanchard, A. H., ed. American highway engineers' handbook. 1919. N. Y., Wiley, $5.
Goodell, J. M. Location, construction and maintenance of roads. 1918. N. Y., Van Nostrand, $2.
Tillson, George W. Street pavements and paving materials. Ed. 2. 1912. N. Y., Wiley, $4.

Asphalt.

Richardson, Clifford. Asphalt construction for pavements and highways: a pocket-book for engineers, contractors and inspectors. 1913. N. Y., McGraw, $2.

Dust Preventives.

Hubbard, Prévost. Dust preventives and road binders. 1910. N. Y., Wiley, $3.

HYDROLOGY. HYDRAULICS.

General.

Hoyt, J. C. and N. C. Grover. River discharge. Ed. 4. 1916. N. Y., Wiley, $2.
Mead, D. W. Hydrology. 1919. N. Y., McGraw, $5.
Merriman, Mansfield. Treaties on hydraulics. Ed. 10. 1916. N. Y., Wiley, $4.
Meyer, A. F. Elements of hydrology. 1917. N. Y., Wiley, $4.

DAMS AND RESERVOIRS.

General.

Bligh, W. G. Dams and weirs. 1915. Chic., Am. Tech. Soc., $1.50.
Creager, W. P. Engineering for masonry dams. 1917. N. Y., Wiley, $2.75.
Schuyler, J. D. Reservoirs for irrigation, water-power and domestic water supply. Ed. 2. 1908. N. Y., Wiley, $6.
Wegmann, E. Design and construction of dams. Ed. 6. 1918. N. Y., Wiley, $6.

WATER POWER.

General.

Lof, E. A. and D. B. Rushmore. Hydro-electric power stations. 1917. N. Y., Wiley, $6.
Lyndon, Lamar. Hydro-electric power. 2 v. 1916. N. Y., McGraw, $9.
Mead, D. W. Water power engineering. 1915. N. Y., McGraw, $6.

Turbines.

Gelpke, Viktor and A. H. Van Cleve. Hydraulic turbines. 1911. N. Y., McGraw, $5.

WATER SUPPLY.

General.

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ITEMS OF INTEREST

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax.

A gift for research is a productive investment.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

Engineers Again Urged to Support Nolan Patent Office Bill

The Nolan Bill for the relief of the Patent Office at Washington failed of passage by the last Congress on account of a questionable rider attached by the Senate. The persistent work of the friends of this bill, including the engineers of the various National Societies, has, however, made itself felt in both the House and the Senate. The bill is to be reintroduced, and there is a good chance of its passage without delay.

The Patent Office has been neglected for a long term of years. Salaries of employees have not been advanced with the increased cost of living, and cannot be except by Act of Congress. No department at Washington is in greater need of reorganization; but first of all salaries must be made sufficient to maintain a proper personnel of expert examiners and other employees.

When Engineering Council was organized in 1918 it appointed a committee known as the Patents Committee, which, in co-operation with committees representing other interests, has been laboring since that time to secure remedial legislation. A very careful study was made of the whole subject, and a bill embodying only the most pressing needs was introduced in the House. This bill is known as Nolan Patent Office Bill, H. R. 11 984, and in due course it passed the House with only six dissenting votes. The struggle in the Senate over the Peace Treaty and other pressing legislation made it almost impossible to secure attention to other matters, and the Patent Committee appealed to the engineers of the country to exercise their personal influence. A circular letter was sent to each member of the Society, asking him to write to his Senators, urging their favorable consideration of the bill as it passed the House. The Senate finally passed the bill, but with amendments which required its reference to a Conference Committee. In January, 1921, the Conference Committee reported the bill back to the House and Senate, in the original form, except that it retained a rider put into the bill by the Senate, and this, as already stated, prevented its enactment into law by the last Congress.

This rider is now known as the Federal Trade Commission Section of the bill. It gives the Federal Trade Commission power to accept assignments of patents, and to administer inventions and patents for Government employees. By many this is held to be objectionable. It seems to involve the licensing of patents to others, the protection of patents in the Courts, and other entirely new functions for the Federal Trade Commission. It may also serve as an opening wedge for further legislation covering assignments from other inventors.

Such proposed legislation is questionable. The Patents' Committee has made an adverse report regarding it, and it is now asking for another effort by the engineers of the country to prevent the enactment of this section, in this connection or otherwise, and to secure the passage of the bill as originally proposed without further delay. It is desired that every member of the American Society of Civil Engineers should write a personal letter to his Senators and to his Representative in the House, urging them to do all that they possibly can to eliminate the Federal Trade Commission section of the Nolan Bill if it is reintroduced, and to secure the passage of the remedial legislation along the lines of the original Nolan Bill at the very earliest possible date.

Personnel Research Federation Formed

Under the auspices of the National Research Council and Engineering Foundation, in the National Research Council Building, Washington, D. C., the organization of a Personnel Research Federation was effected on March 15th, 1921. This Federation includes in its membership scientific, engineering, labor, management, and educational bodies. It has been organized to bring about interchange of research information among the numerous organizations which are engaged in personnel research. The Bureau of Labor Statistics of the U. S. Department of Labor reports that there are 250 such organizations in the United States. The Personnel Research Federation will collect research information, will encourage research through individuals and organizations, and will co-ordinate research activities.

Temporary officers were elected as follows: Chairman, Robert M. Yerkes, representing the National Research Council; Vice-Chairman, Samuel Gompers,

representing the American Federation of Labor; Treasurer, Robert W. Bruere, representing the Bureau of Industrial Research; Secretary, Alfred D. Flinn, representing the Engineering Foundation; Acting Director, Beardsley Ruml, Assistant to the President of the Carnegie Corporation of New York City.

The aims of the new organization are the increased efficiency of all the personnel elements of industry—employer, manager, worker—and improved safety, health, comfort, and relationships. Its immediate purposes are to learn what organizations are studying one or more problems relating to personnel, and the scope of their endeavors, and to determine whether these endeavors can be harmonized, duplication minimized, neglected phases of the problems considered, and advanced work undertaken.

Preliminary Conference Held in Washington.

On November 12th, 1920, a preliminary conference was held in Washington, D. C., under the auspices of the National Research Council and Engineering Foundation, attended by forty persons, including representatives of National organizations of scientists, engineers, labor, capital, managers, educators, economists, and sociologists. The question under discussion was the practicability of bringing about co-operation among the many bodies conducting research relating to men and women in industry and commerce, from management to unskilled labor. Such topics as the relations of persons doing different parts of the work, and the influence of working conditions on the health, output, and happiness of the workers, are examples of those which could be made subjects of research.

Mr. H. A. Bumstead, Chairman of National Research Council, presided. Dr. James R. Angell, first Chairman of the Research Council's Committee, President of the Carnegie Corporation, of New York City, and President-elect of Yale University, under the heading "Reasons and Plans for Research Relating to Industrial Personnel", outlined the needs and possibilities, feasible procedures, certain limitations and dangers, and indicated some types of problems worthy of research. He summarized in the following words the kinds of problems which should receive attention from the organization:

"Certain of the hygienic problems of modern industry exemplify cases in which a thoroughly scientific study of causes and effects is possible, with convincing conclusions regarding practice which will safeguard the health and vigor of all concerned. Not a few highly important results have already been attained in this field. The effects on industrial productivity on the one hand, and physical vitality, on the other, of good and bad ventilation, of good and bad light, of high temperatures, of irritant fumes, of dust and other similar features are, theoretically, at least, within the field of scientific analysis, and the ascertainment of demonstrable fact. Similarly, and in a different zone of inquiry, it should be possible to secure thoroughly reliable data regarding the dominant causes of unrest in our industries, of excessive turnover, and the like. Many other instances of the same kind will suggest themselves to all who have experience in the industrial field."

"Co-operation of Workers in Studies of Industrial Personnel Matters" was the subject of an address by President Samuel Gompers of the American Federation of Labor. He stated Labor's appreciation of research, but opposition to exploitation, and suggested plans for work, and a few problems needing study. Chairman Robert W. Bruere, for the Committee on Present Status of Industrial Personnel Research which had been appointed in advance, presented a report giving information about

the growth of research relating to personnel in industry, some of the organizations carrying it on, and a classification of such organizations as: (1) Individual Companies; (2) Trade Unions; (3) Chambers of Commerce; (4) Governmental Agencies; (5) Associations of Employers; (6) Organizations to Popularize Results of Research; and (7) Organizations for Specific Personnel Research.

Origin of the Movement.

The underlying ideas which led to the Conference were: (1) the advantages of studying such questions by the scientific method of gathering facts and using them to reach conclusions, instead of discussing opinions and propaganda; and (2) the need for co-operation among the organizations and individuals engaged in such studies.

In response to a request from the Preliminary Conference, the Bureau of Labor Statistics of the U. S. Department of Labor undertook to compile a catalogue of organizations in the United States giving attention to personnel problems. This investigation, completed for the Bureau by Dr. J. David Thompson, has revealed that there are 250 such organizations.

Late in 1918, Engineering Foundation undertook a limited study of the adjustment in industry of persons of peculiar traits or limited mental capacity. It was understood, however, that this was only one problem, and not the most important of a large number relating to men and women and their work. Since the larger study would go into many fields of science and sociology, Engineering Foundation in June, 1919, requested the National Research Council to consider the possibility of organizing research on a suitable scale, chiefly by bringing into co-operation the agencies already in this field. Numerous organizations and individuals were known to be studying personnel matters, independently, with few direct contacts, no coordination, no programme, and little co-operation. How numerous were these organizations was not even suspected at that time. Several important parts of the subject were, nevertheless, receiving little or no attention.

The Research Council appointed a committee. This Committee sought information and advice from many persons and organizations interested in all phases of these questions. It was determined to call a small, but representative, preliminary conference at which the idea could be discussed in an informal way and some plan worked out for trial. After a year's investigation, this Committee issued invitations in the early summer of 1920 for the Conference, which was held in the National Research Council Building, Washington, D. C.

Functions and Scope of the Federation.

The plans outlined for the work of the Federation include the following:

1.—Collection and dissemination of information through (*a*) registration of researches contemplated, in progress, or completed; (*b*) collection of research information; (*c*) cataloguing and analyzing the research information; (*d*) collecting and analyzing methods of instruction and training for personnel work; (*e*) publication; (*f*) publicity; (*g*) consultation and advice, when requested.

2.—Stimulation and initiation of research through individuals, organizations, and Governmental agencies by (*a*) publicity and correspondence; (*b*) personal contact with research agencies; (*c*) advice and encouragement in the formation of

necessary new agencies; (*d*) aiding governmental agencies to secure appropriations necessary for them adequately to carry on personnel and employment work; (*e*) calling special conferences; (*f*) definition of problems needing investigation.

3.—Co-ordination of research activities through (*a*) regular meetings of representatives of co-operating agencies; (*b*) regular reports of affiliated agencies on work in progress and completed; (*c*) correspondence and personal consultation.

The Personnel Research Federation is beginning modestly and will extend its efforts as it gains in number of members and in financial support. It does not propose to undertake at the beginning all the functions outlined. The Federation is not another agency for research, but rather a clearing house for existing agencies.

American Engineering Standards Committee

Although much of the time and effort of the American Engineering Standards Committee has necessarily been spent in laying a basis for work the fruition of which will require at least two or three years, progress has been made in the unification of the more important standards and in overcoming the confusion that was being produced by the numerous organizations (more than 100) which hitherto published engineering standards without systematic co-operation among themselves.

Prior to December 31st, 1920, there had been approved by the Committee Tentative American Standard Specifications and Tests for Portland Cement, Tentative American Standard Specifications for Fire Tests of Materials and Construction, and American Standard Pipe Threads, and there had been submitted for approval by the Committee the National Electrical Code as an American standard and Standard Test for Toughness of Rock, Standard Method of Distillation of Bituminous Materials for Road Treatment, and Standard Method of Sampling Coal, as tentative American standards, with the Safety Code for Head and Eye Protection submitted for approval as recommended American practice.

The Committee is now composed of 47 members representing 17 bodies or groups of bodies, including 6 National engineering societies, 5 Governmental departments, and 13 National industrial associations. Its function is merely to see that each body or group concerned in a standard shall have opportunity to participate in its formulation, which is in the hands of a working committee, technically called a Sectional Committee. Each Sectional Committee is organized by, and under the leadership of, one or more of the principal bodies interested, such bodies being known as Sponsors.

An important part of the Committee's work relates to safety codes. On December 8th, 1920, at a conference at which more than 100 organizations were represented it was unanimously voted that a comprehensive programme of safety codes should be undertaken, to be carried out under the auspices of the American Engineering Standards Committee to insure proper co-ordination and elimination of overlap, etc. Active work is now in progress on 24 such codes with hearty co-operation among the State commissions, associations of insurance companies, National engineering societies, manufacturers' and industrial associations, labor and civic organizations, and technical bureaus of the Federal Government. As is true of all work under the auspices of the American Engineering Standards Committee, such of the bodies as are interested in the particular code in question are represented in the committees responsible for the formulation of each code.

Copies of the Annual Report of the Committee may be obtained by addressing a request to the American Engineering Standards Committee, 29 West 39th Street, New York. In addition to the foregoing brief abstract of the general features of the report, a few extracts follow:

Brief Extracts of Annual Report.

"The organization of a Sectional Committee for the standardization of shapes of structural steel resulted from the suggestion that a considerable degree of international standardization should be possible. Considerable progress has been made and a tentative report* prepared providing for a single series of shapes for structural steel for shipbuilding and for general structural work. This report is now before the various interested bodies for consideration. A representative of the committee, Mr. E. H. Rigg, was abroad during the early summer of 1920 conferring with the British committee on the work.

"There are now National standardizing bodies in Austria, Belgium, Canada, France, Germany, Great Britain, Holland, Italy, Sweden, and Switzerland. The Committee is in touch with all of these and is actively co-operating with several of them; for example (in addition to those already mentioned), with the Swiss in the matter of ball bearings and nuts and boltheads, the Belgians on zinc, the British on gauges and machine tools, and the Canadians on elevators and some of the safety codes.

"A National standardizing body is being formed in Japan, and in this connection Mr. G. Tsuda, a representative of the Japanese Government, recently spent about two months in the United States studying industrial standardization.

"In April, 1920, the Secretary of the Committee had opportunity to visit the National bodies in Belgium, France, Great Britain, and Holland, and secured most valuable information from the work and experience of these bodies.

Information Service.

"It is planned that the office shall serve as a bureau of information on engineering standardization, keeping in touch with all that is going on in connection with standardization both in America and abroad, so that full and reliable information on any subject in connection with standardization work may be promptly given. While only an extremely modest beginning has been made, it has usually been possible to give some assistance in response to the frequent calls for information which are received. It is hoped, however, that in the near future means will be provided to build up a really efficient and effective information service. The functions of such a service should not be limited to answering inquiries and to providing information for the use of sectional committees, but information of interest to the various branches of our technical industries should be placed at their disposal promptly, both through direct contact with the various industrial associations, and through the technical press.

"By order of the Committee,
"A. A. Stevenson, *Chairman.*
"P. G. Agnew, *Secretary.*"

Meeting of March 12th, 1921.

A meeting of the American Engineering Standards Committee was held on March 12th, 1921, with 30 representatives and 3 guests present, Chairman Stevenson presiding.

The question whether the Committee should be represented at the London Conference of Secretaries was considered, and it was moved that Secretary Agnew should attend this Conference, even if it should be necessary to incur a deficit

* *Proceedings*, Am. Soc. C. E., August, 1920, p. 575.

which would have to be made up by securing special contributions, and it was further unanimously resolved that the Finance Committee be instructed to take immediate steps to secure such contributions.

It was unanimously resolved that the present provisions in the Constitution which place time limits on the revision of standards should be made advisory instead of mandatory, and that such matters may be more appropriately incorporated in Rules of Procedure, or in resolutions by the Main Committee than in the Constitution; it was further resolved that the Rules Committee be instructed to formulate appropriate amendments for carrying out the intent of this resolution.

The American Society for Testing Materials Standards for (1) Method for Distillation of Bituminous Materials Suitable for Road Treatment, (2) Method for Sampling Coal, (3) Test for Toughness of Rock, were ordered to letter-ballot of the Main Committee with the recommendation that they be approved as Tentative American Standards.

A resolution was passed requesting the Executive Committee to take any action, which, in its judgment, may be advisable to further stimulate favorable consideration of the subject of standardization by the U. S. Chamber of Commerce and similar organizations. It was informally agreed that inasmuch as the International Chamber of Commerce is considering some form of organization of the various National standardizing bodies under its auspices, it might be desirable for the Secretary to remain abroad long enough to attend the meeting of that Chamber in June.

The Chairman called attention to the activities of the British Engineering Standards Association in promoting the use of British standards in foreign trade, stating that a fund of £24 000 of which the Government had contributed £10 000 had been used in translating specifications into French, Italian, Spanish, and Portuguese. It was voted that a special committee be appointed to study the question carefully and report its recommendations.

The results of letter-ballots were announced, showing that the Head and Eye Safety Code was approved by a vote of 40 in favor and 1 opposed, and the Revised Specifications and Tests for Portland Cement was approved by a vote of 41 in favor and none against.

Mr. George G. Stone was designated as the representative of the Committee on the American Bureau of Welding.

It was unanimously resolved that general authority be given the Chairman to appoint a special committee for the consideration of a standard immediately upon the submission of such standard for approval; and also to appoint a special committee for the consideration of the personnel of a Sectional Committee immediately upon the submission of such personnel for approval.

Tank Corps for New York State National Guard

The formation of a Tank Corps within the New York State National Guard is actively progressing, and engineers are urged to enlist in this interesting and diversified branch of service. Recruiting is proceeding every Monday evening at the office of Lewis K. Davis, 347 Lexington Avenue, and on Thursday evenings at the 8th Coast Command Armory in the Bronx, New York City. Juniors of the Society are especially requested to investigate this opportunity.

It is the desire of the organizers to federalize this corps at the earliest possible date. The 8th Coast Command Armory at which schools will be established is one of the largest and best appointed in the country, and is located close to the maneuver field. It is equipped with a gymnasium, club rooms, tennis courts, and every facility for physical development. The schools will be organized for training in tank driving; minor repairs; use of machine guns, 37-mm. rifles, and pistols; reconnaissance; and in radio, telephone, and telegraph operations.

History of Engineering Council

A final report and brief history of Engineering Council from the time of its organization in the Spring of 1917 as a Department of United Engineering Society to the time of its discontinuance on December 31st, 1920, has been prepared by J. Parke Channing, Chairman from 1918 to 1920, Philip N. Moore, and Alfred D. Flinn, Secretary. It contains short statements of the activities of Council during the World War and in the reconstruction period, including details of the work of the Military Affairs Committee, the National Service Department, the Engineering Societies Employment Bureau, the License Committee, and the Committee on Classification and Compensation of Engineers. In appendices are given the By-laws of United Engineering Society, the rules for admission to Engineering Council, the field of activity of Council, the officers, and the names of members of committees.

Copies of this report may be obtained by applying to Alfred D. Flinn, Secretary of United Engineering Society, 33 West 39th Street, New York City.

BRIEF NOTES

Nearly 200 applications for permits and licenses have been received by the Federal Power Commission. These applications cover over 13 000 000 h. p., and have come from every section of the country.

The State of Wyoming has contemplated the installation of small beacons along its highways to warn motorists of railroad crossings and dangerous curves. These beacons will be of the "flashing" type, 8 ft. high, visible for three miles. There will be distinctive colors for railroad crossings and for curves.

It is estimated that 30% of the world's ship tonnage is now out of use, or 17 000 000 gross tons out of the 56 800 000 gross tons afloat on January 1st, 1921. Every country, including the United States, is similarly affected. About one-half of the Shipping Board's 6 900 000 gross tons of steel tonnage is idle or awaiting assignment.

The largest purchasers of American coal during the first 11 months of 1920 were Canada (which imported 19 305 000 short tons), and France (which imported 3 910 377 short tons). Italy, the Netherlands, Argentina, Cuba, Sweden, Denmark, Brazil, Switzerland, Norway, and Egypt each imported more than 600 000 short tons. The total exports during this period were at the rate of about 44 000 000 tons per annum.

Since the *Olympic* was equipped as an oil-burning ship, her tank capacity has been increased from 5 068 tons to 7 555 tons. The one-way consumption of oil,

taken as an average over several voyages, is nearly 3 600 tons per voyage. The conversion to oil released space for about 1 000 tons of cargo in the old bunkers, and other space has been used for pump rooms, etc.

Electric traction on canals is being considered for extensive use in France, in view of the large volume of traffic which these waterways will have to handle in the near future. It is suggested that the St. Quentin Canal be supplied with electric current by an overhead trolley wire, and that special electric tractors be used to haul the barges through the locks.

On February 23d, 1921, the U. S. Mail Service broke all records for fast mail between San Francisco and New York City, when an airplane reached Mineola with 7 lb. of mail after covering the distance of 2 700 miles in actual time of 33 hours and 20 minutes. This is twice as fast as mail has ever been carried between these two cities by the air route. Night flying made the record possible. Jack Knight, of Cheyenne, Wyo., carried the mail throughout the night, steering by compass, between Omaha, Nebr., and Chicago, Ill., although the route was new to him.

The scarcity of fuel has turned the attention of French and British engineers to the possibility of deriving power from the tides. The power obtainable from a given area is proportional to the square of the tidal range, and this range is very great on the coasts of France and Great Britain. The cost of machinery decreases as the operating head of water increases. It is estimated that with a tidal range of only 20 ft. for spring tide, and 10 ft. for neap tide, operating on both rise and fall, each square mile of area of basin can, without storage, produce a daily average of 110 000 horse-power.

At one time the virgin forests of the United States covered 822 000 000 acres, but they are now reduced to one-sixth of that area, all classes of forest land only aggregating 463 000 000 acres. The fundamental problem to-day is how to increase the production of timber by stopping forest devastation. The new timber remaining in the United States is estimated roughly at 2 215 000 000 000 board-feet, three-fourths of which is in virgin forest and the rest is second growth of relatively inferior quality. About one-half of the timber remaining is in the three Pacific Coast States, and more than 61% is west of the Great Plains. The total yearly consumption of all classes of timber is about 26 000 000 000 board-feet, and the depleted forests are growing less than one-fourth of this amount.

ACTIVITIES OF LOCAL SECTIONS*

Annual Meeting of the San Francisco Section

The Sixteenth Annual Meeting (Ninety-fourth regular meeting) of the San Francisco Section was held at the Engineers' Club on December 21st, 1920; President M. M. O'Shaughnessy in the chair; N. A. Bowers, Secretary; and 130 members and guests present.

Mr. W. H. Popert, reporting for the Publicity Committee, stated that when the Committee was organized early in 1920 one member was assigned to each of the San Francisco daily papers, and that as a result of their activities, notices of every meeting and excursion held by the Section had been given publicity in one or more of these dailies.

Mr. E. O. Edgerton, President of the Railroad Commission of California, was present as a guest. Requested to address the meeting, he mentioned his impression, gained from contact with engineers and the work which they do, that it is fundamentally necessary to give the engineer authority in his work and to protect him from political or other kinds of interference. If necessary, means must be used deliberately to create a public sentiment supporting the engineer in order that he may carry out his work to the best advantage. As an example of how this would be done by proper methods, he cited the case of William Mulholland, M. Am. Soc. C. E., and his success in building the Los Angeles Aqueduct.

Mr. Edgerton called attention to the need for organizing civic bodies to the end that community enterprises should have the support of business men, saying that the time has come to put an end to the unreasoning prejudice against anything and everything that is owned by the municipality. The business men of the community, he said, must see to it that municipal ventures are put through on a business basis. Mr. Edgerton cited Los Angeles as an excellent example of a community where the right sentiment is fostered—even men who do not, on the whole, believe in public ownership nevertheless support the city's ventures in owning and operating water and power utilities.

Mr. E. T. Thurston suggested that it would be desirable to devote more of the time of meetings of the Section to Society affairs. He pointed out that the territory influenced by the San Francisco Section polled the lowest vote recorded in recent Society balloting, and suggested that in order to facilitate consideration of Society questions by the Section, a Standing Committee on Society Affairs should be appointed to study and report recommendations on current matters of vital importance to the Society, this committee to report at each meeting.

The following officers were elected: Frederick R. Muhs, President; Thomas H. Means, Vice-President; Nathan A. Bowers, Secretary-Treasurer.

Hetch Hetchy Memorial.

Prof. Charles Derleth, Jr., Chairman of the Committee which arranged for the Hetch Hetchy trip, in an eloquent address, announced that those members of the Section who went on the Hetch Hetchy excursion in June, 1920, desired to express to President O'Shaughnessy their appreciation of his courtesy as a host, and at the same time to express their confidence in the way in which the Hetch

* For list of Local Sections, Officers, Meetings, etc., see p. 425.

Hetchy project is being carried out. A committee appointed to act on this decision submitted a parchment, bound in sealskin, on which these sentiments were engrossed, and which was signed by thirty-three members who participated in the excursion.

Prof. Derleth read the illuminated inscriptions, as follows:

"To Michael Maurice O'Shaughnessy, in commemoration of the Hetch Hetchy trip by the San Francisco Section, American Society of Civil Engineers, June, 1920.

"In appreciation of your courtesy, hospitality, and good fellowship; in recognition of the excellence of design and high character of workmanship, we present this token with sincere congratulations.

"We believe the Hetch Hetchy project is destined to render a continuous service of inestimable value and we confidently look forward to its early completion."

President O'Shaughnessy, very evidently touched by the spirit of the gift, expressed his sincere appreciation and thanks. He received the token, he said, for his colleagues as well as for himself, and spoke of the faithful support he had received from his staff, to which he attributed due measure of success in carrying on the Hetch Hetchy project.

Addresses on Hydro-Electric Development.

Mr. Wigginton E. Creed, President of the Pacific Gas and Electric Company, the first speaker of the evening, discussed the subject "Economic Aspects of the Present Hydro-Electric Situation". He said that the important elements in California's industrial future are population and cheap power; in recent years the population has been rapidly increasing, and the present need is for cheap power. He stated that too much dependence has been placed on oil; the oil industry has assumed more of the industrial burden than it can permanently carry, and it has been an economic mistake to permit this. He gave the relative extent to which the chief sources of energy are now used in California as follows: Oil, 64%; hydro-electric power, 21%; coal and coke, 16%.

Mr. Creed said that there is need for an additional 100 000 h.p. of hydro-electric power every year to meet present needs and take care of growth at the present rate. To relieve the present excessive burden on the oil industry so that oil resources may be conserved for other uses, hydro-electric power must be developed at a still more rapid rate. Considering a rate of increase of 100 000 h.p. per annum, and taking the cost of development as $350 to $400 per horse-power, there would be needed an annual investment of $40 000 000 for the necessary development in California. Within the next ten years, if California takes advantage of its physical opportunities, there will be need for the investment of between $500 000 000 and $800 000 000.

E. C. Hutchinson, M. Am. Soc. C. E., Chief Engineer of the Pelton Water Wheel Company, speaking of recent rapid development in modern hydraulic equipment, pointed out that there is a tendency to use much larger units both in impulse and reaction types of water wheels, and particularly that higher heads are being used with success, both as to efficiency and economy, in reaction turbines. Greater governor precision is being secured and automatic operation and remote control are being developed to a high degree. Mr. Hutchinson showed a series of most

interesting slides depicting typical developments and showing large units recently constructed.

Rex C. Starr, M. Am. Soc. C. E., the third speaker of the evening, described in an interesting way the methods whereby records had been made in the construction of the Kerckhoff hydro-electric development. These included the design of a safe dam for speedy construction and low cost that would contain a minimum quantity of concrete; methods of tunnel crew management whereby headings were advanced at an unprecedented rate, and the concentration of thought and energy on making speed in assembly of power-house equipment. Mr. Starr pointed out that considerable expenditures for equipment were justified if they resulted in shortening the construction period, and thereby decreasing interest on the investment during its non-operative period.

Joint Meeting and Special Meeting of San Francisco Section

On the evening of January 25th, 1921, the San Francisco Section was represented by 31 members and 24 ladies at a joint meeting with members of the National Association of Railroad Tie Producers and the American Wood Preservers Association, which were holding their Annual Convention in San Francisco. Members of the Section had been invited to all the sessions of the Convention, but this particular joint meeting was arranged for the special purpose of bringing the members of the three Societies together.

The ladies, as guests of the Tie Producers Association, attended a theatrical entertainment while the men considered the topic of the evening—the teredo problem in San Franciso Bay waters.

Special Meeting of February 4th, 1921.

A special meeting of the Section for the purpose of considering the engineering phases of the Marshall plan for distributing the flow of the Sacramento and San Joaquin Valley streams for irrigation purposes, was held on February 4th, 1921, Mr. W. L. Huber acting as Chairman, 61 members being present. The Chairman asked Mr. F. H. Tibbetts to sketch briefly the main features of the Marshall scheme, and show its relation to the present situation in California's central flood basin.

Mr. Tibbetts suggested that thought and discussion should be directed toward the passing of a resolution before adjournment to recommend action by the San Francisco Engineering Council. He pointed out that the Marshall plan would place all water and power resources under State control, and would include a dam across the Carquinez Straits, a tunnel which would divert water from the Klamath River through the Siskiyous into the Sacramento Valley, and a tunnel to deliver water from Kern River to Southern California. He then proceeded to show in detail why the plan was not feasible, and why publicity for the scheme would react to harm legitimate irrigation and reclamation work. The subject was discussed by Messrs. Parton, Chandler, Galloway, Cope, Means, Jorgensen, Nickerson, Howells, Harroun, Ware, Markwart, Whitney, Scobey, Norboe, Lee, Wadsworth, and Kieffer.

After considering the report of a committee appointed by the meeting to prepare a form of resolution, the following was unanimously adopted:

"*Resolved:* That it be the sense of this meeting that the Marshall plan obviously is physically, legally, and financially impossible of accomplishment, and the move to promote it or any consideration of it by the Legislature, either directly or indirectly, may prove inimical to public interests by delaying or diverting attention from urgently needed and immediately feasible land development work."

After further discussion, the following resolution also was adopted:

"*Resolved:* That it is the sense of this meeting of the San Francisco Section of the American Society of Civil Engineers, that if the Legislature deems it wise to appropriate any money for investigating the water problems of the State, that such investigation be general, that such sums be expended by the State Engineering Department and other related and existing State agencies, and that no appropriation be made for the investigation of any particular project or scheme."

Mr. C. H. Lee, of the Water Commission, discussed a number of bills relating to water rights of the State which are now proposed for action by the State Legislature. On motion, duly made, and seconded, the meeting voted unanimously that the Chair appoint a committee of three to study bills affecting water rights, and to report to the meeting of February 15th, 1921. Subsequently, Messrs. T. H. Means, Chairman, Norton Ware, and F. C. Herrmann were appointed on this Committee.

Ninety-fifth Regular Meeting of the San Francisco Section

The Ninety-fifth regular meeting of the San Francisco Section was held at the Engineers' Club on February 19th, 1921, 105 members and guests present.

Mr. Jerome Newman, Chairman of the Civil Service Committee, reported that the Committee had finished its work, reviewed the results obtained by interviews with the Secretary of the State Civil Service Commission, and stated that the civil engineers were successful in having their desired classification adopted. As to increase in compensation, he stated that conditions had changed so that it was doubtful whether any advance could be made. The Committee was discharged with thanks.

Secretary Bowers submitted a brief statement of the action taken by the Special Meeting of the Section held February 4th, 1921, to discuss the Marshall plan, and announced that on February 8th the San Francisco Engineering Council had adopted resolutions similar to those adopted by the Section. On motion, duly seconded, and carried unanimously, the meeting endorsed the action of the Special Meeting disapproving of the Marshall plan for engineering reasons.

Mr. E. J. Schneider, Chairman of the Committee on the National Department of Public Works, presented a final report, stating that the Federated American Engineering Societies has taken this matter in charge. Congress and President-elect Harding are committed to a re-organization, and he expressed the belief that this is largely a result of the activities of the National Department of Public Works Association. The Committee was discharged with thanks.

President Muhs announced the personnel of committees for 1921, as follows:

Publicity Committee: H. J. Brunnier, Chairman, A. J. Cleary, and J. C. Dort.

Committee on Excursions: J. O. Burrage, Chairman, E. L. Cope, and N. D. Baker.

A letter from Acting Secretary H. S. Crocker of the Parent Society, urging the appointment of an engineer on the Interstate Commerce Commission, was considered. Mr. C. E. Grunsky read a letter which he considered appropriate for the Section to send to Congressmen from California, and on motion, duly seconded, and carried, the form of letter was adopted.

Mr. E. T. Thurston moved that a committee be appointed to consider Society affairs in which it is desirable to secure an active interest on the part of the membership, the committee to present at regular meetings of the Section such information as would aid members in reaching intelligent decisions before voting on such questions. The motion was duly seconded and carried.

President Muhs presented the Annual Presidential Address.

Regular Meeting of the Colorado Section

The 116th Regular Meeting of the Colorado Section was held on March 14th, 1921; President Oliver T. Reedy in the chair; John S. Means, Secretary; and present, also, 12 members and one guest.

A letter from Acting Secretary H. S. Crocker of the Parent Society concerning the preparation of a biographical directory of the members of the four Founder Societies was read. Following a discussion, it was moved, seconded, and carried that the Section opposes the publication of such a directory, while being in favor of the compilation of such data for the use of the Secretary's office in New York City.

A committee consisting of Messrs. John E. Field and John S. Means was appointed to draft a letter to the Senators and Congressmen from Colorado requesting that they urge President Harding to appoint an engineer on the Interstate Commerce Commission.

A resolution passed by the Portland Section in regard to the method of publishing papers and discussions was read. It was moved, seconded, and carried that the Colorado Section express itself in favor of the return to the former method of publishing in full in *Proceedings* all technical papers as soon as, in the judgment of the Board of Direction, the financial status of the Society would warrant.

Mr. A. E. Palen, Chairman of the Committee on Classification and Compensation, made a progress report. It was moved, seconded, and carried that the Committee be continued in order to formulate a reply to the letter of Engineering Council on this subject, expressing the Section's endorsement of the work already accomplished and of the schedule of compensation proposed.

The first speaker of the evening, Professor W. C. Huntington of the College of Civil Engineering, University of Colorado, outlined the progress of the construction work carried out on the campus of the University since 1917. He stated that the Civil Engineering Department had been called on to prepare a campus map, superintend the quarrying of the rock used in construction, oversee the erection of barracks for troops during the war, install 1 200 ft. of heating tunnel, erect a new engineering shop, and supervise the erection of the new Liberal Arts Building and the completion of the Machy Auditorium. The lecture was illustrated with lantern slides indicating the magnitude of the work.

Professor I. C. Crawford, also of the University of Colorado, gave an interesting address on the reorganization of the army engineer service. He outlined briefly

the improvements based on the experience gained during the World War, and explained the tendency to reduce the number of troops in specialized battalions and increase the number of general engineer troops, keeping as specialists only the qualified and competent men, the latter to be given a higher rating than in the past.

Regular Meeting of Connecticut Section

A meeting of the Connecticut Section was held at the Graduates Club, New Haven, Conn., on February 5th, 1921, 26 members and 2 guests being present. President Charles R. Harte announced the special subject for the meeting to be the bill for the registration of engineers and land surveyors now before the Connecticut Legislature.

On motion, duly seconded and carried, Mr. L. C. Smith, Chairman of the Legislative Committee of the Local Section of the American Association of Engineers, was invited to take part in the meeting. Mr. Smith explained the bill as drawn up by that Committee, stating that it was patterned after the Uniform Registration Law recommended by Engineering Council.

The following motion, as amended after a thorough discussion, was carried unanimously:

"That the Connecticut Section go on record as favoring a licensing law for engineers and land surveyors, said law to contain the following conditions defining the duties that would require licenses: (1) Engineers who are directly responsible to the owner or his agent for the execution of work the failure of which would endanger public safety or the public health; (2) Land Surveyors whose surveys are to be filed with any town, city, county or State office, board, or department, or are submitted as evidence before any State Court."

On motion, duly seconded and carried, the Chair was authorized to appoint a committee of three to act with any other similar committees of other organizations to formulate and frame a suitable licensing law as conditioned by the foregoing motion. It was also moved, seconded, and carried, that a committee of members who are also members of the Connecticut Society of Civil Engineers be appointed to address the Annual Meeting of the latter in regard to the proposed licensing law. A supplementary motion was duly seconded and carried, stating that it was the sense of the meeting that members on the Board to be established under the proposed law should not receive any compensation except expenses.

President Harte read a letter from Acting Secretary H. S. Crocker of the Parent Society regarding the desirability of an engineer on the Interstate Commerce Commission. It was moved, seconded and carried, that it was the sense of the meeting that members should bring to the attention of Senators and Congressmen the need for a civil engineer on the Interstate Commerce Commission, and to urge them to so advise President-elect Harding. The Secretary was instructed to write to the Senators and Congressmen of Connecticut, and individual members present also agreed to communicate with their representatives in Congress.

On motion, duly seconded, and carried, a uniform letter-head for the Connecticut Section as recommended by the Publication Committee of the Parent Society was ordered.

Regular Meetings of the Duluth Section

A regular meeting of the Duluth Section was held on February 21st, 1921, at 12:15 P. M.; W. A. Clark, President; W. G. Zimmermann, Secretary; and 25 members and 10 guests present.

A letter from Acting Secretary H. S. Crocker of the Parent Society in reference to recent agitation to obtain the appointment of an engineer on the Interstate Commerce Commission was read. The matter was referred to a committee consisting of Messrs. Christie, Dresser, and Taylor, to report with recommendations at the next meeting.

A letter from Mr. Darling containing a carefully selected list of books suitable for the Public Library of the City of Duluth was read and referred to the Library Committee.

President Clark announced that as Col. F. A. Pope, Past-President of the Duluth Engineers' Club, and an active member of the Section, had received notification of his transfer from Duluth to the Philippine Islands to take effect within two weeks, the meeting would be in the nature of a farewell to him. Mr. Stack presented a resolution of regret that the Section must lose Col. Pope's active support and interest in its work, and Col. Pope responded briefly, expressing his regret in leaving Duluth.

Mr. William Knight, representative of the Allis-Chalmers Company, Duluth, Minn., the speaker of the evening, presented an interesting account of his personal experiences in the Archangel District of Russia during the World War, in which he served with the 310th Engineers.

Meeting of March 21st, 1921.

The Duluth Section held a regular meeting on March 21st, 1921; Vice-President J. L. Pickles in the chair; Walter G. Zimmermann, Secretary; and 17 members and 2 guests present.

Mr. W. H. Hoyt, who recently returned from a visit to Florida and Cuba, made a short address describing the trip. He outlined his impressions of Cuba in general and the City of Havana in particular, touching on industrial, agricultural, and financial conditions and describing the Cuban railways, Havana Harbor, the construction work in process of completion, the sugar situation, etc. He also described the route of the Florida East Coast Railway from Jacksonville to Key West, mentioning the developments in aeroplane traffic between Havana, Key West, and other Florida points.

Mr. W. E. Hawley offered a brief, but interesting, report of the Annual Meeting of the Parent Society in New York City, which he attended as the representative of the Section.

New York Section Considers Streets and Parks of the Metropolitan District

On March 16th, 1921, the New York Section considered the sixth topic in its programme of discussions bearing on the engineering development of the Metropolitan District, namely, "Streets and Parks". The subject was introduced by Mr. Chas. Wellford Leavitt, Landscape Engineer, and was discussed by Messrs. Arnold W. Brunner, President, Fine Arts Federation; Jay Downer, Engineer and Secretary, Bronx Parkway Commission; Frederick S. Greene, former Com-

missioner of Highways, State of New York; Charles Whiting Baker, Member, Palisades Park Commission; Palmer Campbell, Park Commissioner, Hudson County, New Jersey; Amos Schaeffer, Consulting Engineer to the President of the Borough of Manhattan; and George B. Ford, Consultant to the City Planning Commission, New York City.

Mr. Leavitt offered as four of the more important immediate problems: (1) Relief of vehicular and pedestrian traffic between 14th and 59th Streets, Manhattan; (2) provision for adequate connections between the five New York Boroughs and the outer country, and connection between the outlying towns; (3) provision for, and use of, adequate means of passenger transportation from congested areas to existing and future parks; and (4) provision for more small parks in the congested areas of New York, and the linking up of the large parks in the outlying districts with all the parks in the Metropolitan District, so far as possible.

Looking toward a solution of the first of these problems Mr. Leavitt proposed the construction of five elevated vehicular express ways between the existing north and south avenues, one such express way over an existing avenue, and a new avenue, making in all seven additional north and south thoroughfares. These express ways would be essentially for through traffic with ramp approaches at intervals of, say, ten blocks from the less traveled cross streets. He offered the excess condemnation principle as a solution of the cost problem that would have to be met.

Touching on the second point, Mr. Leavitt emphasized that all traffic that does not belong on the streets of New York should be removed from them, placing through traffic in subterranean passages by means of electrically driven vehicles. He cited three possible methods of pedestrian relief: Cutting streets through buildings to form arcades as in the Equitable Building; moving sidewalks back and setting store fronts under buildings from 15 to 20 ft. back as on the rue de Rivoli; forming rotundas, etc., beneath buildings, using the lower stories for pedestrian ways as in the basement of the Grand Central Station.

As to the park problem, Mr. Leavitt presented some interesting figures showing that in ratio of park area to population, New York is close to the foot of the list of American cities. He urged the prompt creation of a multiplicity of small parks distributed throughout the city. The existing parks, he declared, should be linked by parkways to be acquired in the outlying districts, which should, in turn, be joined by proper parkways with the proposed North River Bridge.

Mr. Brunner pointed out that our highway troubles commenced back in 1807 when the street plan was laid out with many cross streets and few avenues, the governing idea being to provide most effective access to the water front from the interior of the Island. He characterized the commissioners responsible for the plan, one of whom was Gouverneur Morris, as gentlemen who "left no mistake unmade," and declared that we are still hampered by the same "business reasons, the same false economy, the same lack of foresight, the same belief that the cost of property would never advance and the same want of confidence in our future". Mr. Brunner believed that it should be the privilege of the business man "to spend his life in a cheerful atmosphere in which positive beauty exists, as it does in Paris, for instance". He cited the Grand Central Station as an example of combined beauty and utility, and suggested that the ground floor of buildings may yet be devoted to public traffic.

Mr. Downer brought out clearly the necessity for a unifying agency that could initiate, consider, and carry out plans for the Metropolitan District park and parkway system. He used the work of the Metropolitan Park Commission of Boston to illustrate his points, citing instances. In connection with the details of the problem, he emphasized the need for beaches as a part of the Park System.

Mr. Greene agreed with Mr. Leavitt as to the need for more north and south streets, but questioned the wisdom of elevated structures as express ways. He believed that such structures would depreciate values beyond any increased valuation the added frontage might give. Mr. Greene describ d the splendid work that is being done in the Palisades Interstate Park in providing recreation camps with all facilities necessary to make them available to the poor and under-nourished who most need them.

Mr. Baker described at length the facilities and the operation of the Palisades Park, and showed many lantern slide illustrations.

Mr. Campbell believed that much of the congestion in New York City was due to the handling of merchandise that never should be brought into the city. As to the passenger congestion, he suggested a zoning plan to distribute activities throughout the city. Mr. Campbell then described the Park and Parkway System of Hudson County, New Jersey, and closed his discussion by indicating the value of a new city that will rise on the Jersey shores of the Hudson, and that will become the home of the overflow from Manhattan.

Mr. Schaeffer translated Mr. Leavitt's new express ways into dollars and cents and showed that the assessed valuation of the land required for all is about \$275 000 000. As the city usually has to pay from 50 to 100% in excess of assessed value the property would cost from \$412 000 000 to \$550 000 000. If an extra 100 ft. were acquired on each side of the new streets, Mr. Schaeffer estimated that a capital of \$1 236 000 000 to \$1 650 000 000 would be required to buy the land. He believed that the possibility of the city's selling the excess land at a profit was debatable. As eight lots in each block would be lost for taxation and four interior lots in each block would become corner lots, he believed that the net result would show a decrease in taxable values rather an increasè. He assumed that the salvage of the buildings would pay for razing them, leaving in addition to the above figure for acquisition of property the cost of the new structures to be raised.

Mr. Schaeffer estimated the cost of the express ways at \$5 000 000 per mile, or \$135 000 000 for the 27 miles. Grading and paving the lower level of the new avenues he estimated at \$15 000 000, which together with the cost of land makes a grand total of \$1 375 000 000 to \$1 800 000 000 as the cost of the complete improvement. He stated that the present funded debt of the city for all non-revenue producing improvements such as this would be is \$1 258 000 000, and the total funded debt including revenue producing improvements is \$1 589 000 000.

Mr. Schaeffer believed that more immediate relief must be found by a study of local congestion and the application of remedies, and cited illustrations of how this has been accomplished at various points.

Mr. Ford emphasized the necessity of through investigation of city development problems and the determination of all the facts bearing thereon, leading to the necessity of co-ordinating not only the various departments of community development, but also neighboring communities themselves. He cited London, with a

Metropolitan Plan governing an area of more than a 1 000 sq. miles. Berlin and Paris also have worked out similar plans. Chicago is doing so, and Philadelphia has made a long step toward it. Boston has been considering it, but New York has not yet taken thought to the need for treating its many problems as one great problem. Mr. Ford described the French system of providing department commissions and a National Commission to harmonize the plans of adjoining villages, towns, and cities on the one hand, and of adjoining departments on the other, and expressed his belief that a similar plan could be made to work in this country.

Portland Section Holds Joint Meeting with Contractors

The regular meeting of the Portland Section scheduled for February 18th, 1921, was postponed in order to hold a joint meeting with the Associated General Contractors of the Pacific Northwest on February 23d, 1921. At this meeting 23 members, and about as many contractors, attended. President Reed acted as toastmaster, and conducted a general discussion of the common problems of contractors and engineers, with a view to reaching a better understanding. Frank criticism was freely offered on both sides, and it was generally agreed that the two groups should come together oftener for such conferences.

At a short business meeting, the following resolution was moved, duly seconded, and carried, and ordered transmitted to the Acting Secretary of the Parent Society and to all the other Sections:

"*Whereas,* the present practice of not publishing in full in the *Proceedings* the technical papers, and discussions thereon, accepted by the Committee on Publications for the *Transactions,* is in violation of the spirit of Section 11, Article VI of the Constitution which reads, 'Such papers as in the judgment of the Committee should appear in the *Transactions,* shall promptly, upon their acceptance, be printed and distributed to members of all grades', and

"*Whereas,* the principal direct benefit of membership in the Society, and for which dues are paid, is the receipt of technical papers and discussions thereon as rapidly as they accrue, and

"*Whereas,* the practice of the Society regarding its publications, which was in force for so many years until recently, was satisfactory in every particular, and

"*Whereas,* financial economy in Society affairs should be practiced to the utmost in other directions rather than in the fundamental matter of publication of technical papers and the discussions thereon, now, therefore,

"*Be it Resolved:* That we, the Portland Section, urge the Board of Direction to return with the least possible delay to the former practice regarding its publications, and

"*Be it Further Resolved:* That copies of this resolution be sent to all Sections of the Society with the request that each express to the Board of Direction its views regarding future publications, by wire if necessary, and so far as practicable before the meeting of the Board on March 7th, 1921."

February Meeting of the Seattle Section

The regular meeting of the Seattle Section was held at the Engineers Club on February 28th, 1921; President T. E. Phipps presiding, and 26 members and guests present.

The Committee appointed to report on the Smith Bill (H. R. 12 466) submitted a report favoring the bill which was read and approved, and copies were ordered to be sent to the Local Sections which had referred this matter to the Seattle Section, and also to the Montana Section.

A communication from the Portland Section regarding the present method of handling publications of the Parent Society was read and discussed. After a motion, duly seconded and carried, that the Section endorse the action of the Portland Section and that copies be sent to other Sections, the matter was referred to the Committee on Relationship to Parent Society.

A letter from Acting Secretary H. S. Crocker and a copy of a letter from Mr. J. Parke Channing sent to President-elect Harding requesting that an engineer be appointed on the Interstate Commerce Commission, were read. On motion, duly seconded, and carried, Mr. Crocker's suggestion was approved and the Section endorsed the action of Mr. Channing, and voted to send copies of this endorsement to the Congressmen from the district. Members were also requested to write to their Congressmen.

Mr. Bertram D. Dean, representing the Seattle Section on the Building Code revisions of the City of Seattle, reported progress, and was continued on this Commission.

A. H. Dimock, M. Am. Soc. C. E., City Engineer of Seattle, presented the address of the evening on the subject "The Swan Lake Impounding Reservoir". He described in considerable detail the preliminary work at Swan Lake, and suggested that later in the season a party of members from the Seattle Section should visit the project. Various phases of the subject were discussed by those present.

Regular Meeting of the Southern California Section

A regular meeting of the Southern California Section was held at the University Club, Los Angeles, Cal., on March 9th, 1921; Vice-President R. J. Reed in the chair; and present, also, 67 members and guests.

Secretary F. G. Dessery read letters dated March 3d and March 8th, 1921, from C. H. Lee, President of the State Water Commission, calling attention to the fact that a limited number of copies of the Third Biennial Report of the State Water Commission were now available to those interested. He also read a communication dated February 24th, 1921, from J. C. Whitman, Chief Examiner of State Civil Service Commission, requesting the Section to announce to its members the fact that a vacancy exists in the office of Chief Engineer, State Bureau of Architecture, and outlining the scope of the duties, salary, etc., connected with the position.

On motion, duly seconded, and carried, the report of the Committee on Unreinforced Concrete Pipe, presented by Chairman E. R. Bowen, was unanimously adopted.

A. L. Sonderegger, Chairman of the Committee on Co-operation with Federal Bureaus, reported that Senate Bill No. 194, now pending in the California Legislature, was intended to extend the scope of the work and results of the State Water Commission. This bill was read by the Secretary, and on motion, duly seconded, and carried, the latter was requested to send letters to local representatives in both branches of the State Legislature and to the Irrigation Committees of the Senate and Assembly, urging the passage of this bill, with the increased appropriation.

E. G. Sheibley, Chairman of the Public Library Committee, spoke at length on the work of the Los Angeles Public Library, urging the members to patronize the library and to suggest the names of technical books which should be added to its

collection, further pointing out the ability of the library to perform research work and to be of other service to the Profession.

In introducing the speaker of the evening, Alfred J. Salisbury, Jr., M. Am. Soc. C. E., who presented a paper entitled "Aerial Photographic Mapping and Surveying", Vice-President Reed outlined briefly the advances made in various fields of science during the war, and stated that many of these advances and improvements were only now beginning to be realized by the world at large. Mr. Salisbury outlined the historical development of the work done by the Army in aerial photography, the gradual progress made in the art, the scope of the work, and its many uses and great value to engineers and others.

With the assistance of his co-workers, Messrs. R. E. Haynes and R. M. Like, Mr. Salisbury presented many interesting views of this work, and explained in detail the methods of correcting and assembling the various individual pictures into large finished maps or mosaics. It was explained that these finished maps could be produced to any scale desired, and many individual and assembled views were shown.

Regular Meeting of the Spokane Section

A regular meeting of the Spokane Section was held at Spokane, Wash., on March 11th, 1921; Vice-President Garnett in the chair; and 12 members present.

The resolution of the Portland Section urging return to the former practice of publishing technical papers and discussions in the *Proceedings,* instead of the present distribution in pamphlet form, was discussed. It was the sense of the meeting that the Spokane Section concur in the Portland resolution.

ENGINEERING SOCIETIES SERVICE BUREAU

An Engineering Societies Service Bureau was established December 1st, 1918, as an activity of Engineering Council, managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. The Bureau is co-operating with engineering organizations in all parts of the country. It is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register with this Bureau should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Service Bureau, First Floor, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings*, copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

EXECUTIVE CIVIL ENGINEER. Must be able to assume full and responsible charge of entire department. Highest references essential. This position requires an organizer familiar with contract estimates, labor, inside and outside work. Application by letter considered. Location New York City. X–303.

TOPOGRAPHIC DRAFTSMEN. The United States Civil Service Commission states that there are openings in the Government service for copyist topographic draftsmen at entrance salaries of $900 to $2 000 a year, hydrographic and topographic draftsmen at entrance salaries of $1 600 to $2 000 a year, and junior topographers (topographic aids) at entrance salaries of $720 to $1 500 a year. In addition to the basic salaries, appointees whose services are satisfactory will be allowed the increase of $20 a month granted by Congress. Full information and application blanks may be obtained by communicating with the U. S. Civil Service Commission, Washington, D. C.

COMPUTERS, U. S. COAST AND GEODETIC SURVEY. The United States Civil Service Commission announces that examinations will be held on April 27th, and June 8th, 1921, to fill positions of computer in the U. S. Coast and Geodetic Survey, Washington, D. C. The usual entrance salary is $1 400 per year, plus the increase of $20 a month granted by Congress. Promotion to higher salaried positions will depend on demonstrated merit and needs of the service. Full information and application blanks may be obtained by communicating with the United States Civil Service Commission, Washington, D. C.

ASSISTANT CIVIL ENGINEER, U. S. NAVY. Applications are being received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., to fill vacancies in the commissioned grade of Assistant Civil Engineer, Corps of Civil Engineers, U. S. Navy, with rank of Lieutenant (junior grade). The pay and allowances at entrance are approximately $3 200 per annum, with increase up to $9 600 depending on promotions in rank and length of service. The candidate must be an American citizen between the ages of 22 and 30 years on August 1st, 1921; must have received a degree in engineering; must have had not less than 20 months practical professional experience since graduation, and must be of good moral character and repute. The preliminary examination to determine general fitness will be based on papers submitted by the candidates reaching the Board on or before May 16th, 1921, covering college record, testimonials, references, and professional experience. The candidate is not required to report in person for the preliminary examination. Physical examination by a Board of Medical Examiners will be made of those candidates who qualify in the preliminary examination. Those who qualify in the preliminary and physical examinations will take the final oral and written examination, which will probably be held in New York, N. Y., Chicago, Ill., and San Francisco, Cal., depending on the number of applications from each locality, as soon as possible after the preliminary examination papers have been passed on by the Board. Officers of the Corps of Civil Engineers are detailed principally to the various Navy Yards and Naval Stations to supervise the work under the Bureau of Yards and Docks, consisting of design and construction of all the public works of the naval establishment on shore, as well as the maintenance and repair of existing structures. The work is exceptionally varied, and offers an attractive field for able and ambitious young engineers.

FIELD ENGINEERS, seven to ten years' experience; three to five years in charge. Well grounded in theory and practice of water works, location, filtration, design and construction in all its phases, familiar with location work, hydro-electric power work, heavy masonry construction, foundations, sewerage design, pumping machinery, etc. Should be eligible for Assoc. M. Am. Soc. C. E. Good physical condition. Appointments made under special contract for a period of two years. Location, Philippine Islands. Appointees furnished transportation from their place of residence in United States to Island and return. X–373.

ASSISTANT FIELD ENGINEER, five to seven years' experience; two to three years in charge. Should be eligible for Assoc. M. Am. Soc. C. E. Good physical condition. Appointments made under special contract for a period of two years. Location, Philippine Islands. Appointees furnished transportation from their place of residence in United States to Island and return. X–374.

MEN AVAILABLE.

CONSTRUCTION AND STRUCTURAL ENGINEER, M. Am. Soc. C. E.; age 43; married. Twenty-five years' experience; six years on design, balance on construction of sewers, subways, structural steel and reinforced concrete structures, and appraisal work. Has had responsible charge of large construction. Good organizer and executive. Prefer Eastern States. CE–117.

EXECUTIVE ENGINEER, graduate C. E., Assoc. M. Am. Soc. C. E.; age 42; speaks Spanish. Sixteen years' experience in investigations, design and construction of industrial plants, railroads, heavy foundations, tunnels and other subsurface structures, dock work and power plants. Especially proficient on design of reinforced concrete and steel. Qualified from past experience as designing resident engineer in charge of important work. Available on short notice. CE–118.

ASSOCIATE MEMBER, Am. Soc. C. E.; age 31; holding B. S. and C. E. degrees, experienced in municipal, highway, sewer and waterworks design, construction and operation, desires engagement in New York City or vicinity. CE–119.

ENGINEER, Assoc. M. Am. Soc. C. E.; age 32; single. Eight years' experience as assistant and resident engineer on construction, surveys, and design of hydro-electric developments, mill buildings, dams, etc. Lieutenant of Engineers, U. S. A., during war. Qualified as resident or construction engineer. Available at once. Location immaterial. CE–120.

CIVIL ENGINEER, age 27; single; Jun. Am. Soc. C. E. Graduate Civil Engineer, 1919. Two years' experience estimating and designing all classes of steel plate construction. Desires connection with engineering, contracting or manufacturing concern. Available on short notice. Location immaterial. CE–121.

EXECUTIVE, engineer, estimator, superintendent, foundations and superstructures of steel bridges; age 34; Assoc. M. Am. Soc. C. E. Twelve years' experience with contractors from structural iron worker to general superintendent and chief engineer. Possesses business ability, common sense, and thorough technical and practical experience. Thoroughly familiar with organization, equipment and rigging, sale and purchase of supplies and repairs. Most of experience on railroad bridges and open foundations. Has erected all types of lift bridges, and fixed and cantilever spans. Now employed as engineer, Secretary for one of the oldest established bridge builders in the country. Minimum salary $5 000, or willing to make percentage of profit arrangement. Location immaterial. Available now or later. CE–122.

CIVIL ENGINEER, graduate; Assoc. M. Am. Soc. C. E. Experience as Chief Engineer in charge of design and construction of irrigation systems, dams, and power plants. Location immaterial. CE–123.

CIVIL EXECUTIVE, Assoc. M. Am. Soc. C. E.; age 37. Twelve years' design experience and seven years' construction; six years in responsible charge. Water supply, sewerage, streets, town planning, railroad, waterfront, wharves, bulkheads, walls, tunnels, buildings, bridges, foundations, timber, steel, and reinforced concrete structures, surveying, property and other work. Tactful and able to get results. Wants permanent connection with responsibility and will go anywhere in the U. S. that affords good prospects. CE–124.

ENGINEER AND CONSTRUCTOR, M. Am. Soc. C. E.; age 44. Twenty-four years' experience as engineer, superintendent and executive in United States, Alaska, Canal Zone, and Peru, principally in charge of city improvements, river and harbor improvements, dredging, hydro-electric construction, irrigation, shipbuilding, dams, buildings, etc. Speaks Spanish. CE–125.

EXECUTIVE, Civil Engineer, age 38, possessing tact, business judgment, initiative. Fifteen years' experience in engineering and contracting on tunnels, railroads, subways, reinforced concrete structures, public utilities, piers, docks, buildings, highways and foundations. Initial salary subordinate to right kind of responsible connection. Now available. Go anywhere, but New York City location desired. CE–126.

CIVIL ENGINEER, age 28; Assoc. M. Am. Soc. C. E., Member American Concrete Institute. Capable executive. Experience includes surveys, architectural, reinforced concrete and structural design of buildings, design and construction of sewers, sewage disposal works and highway bridges; city planning, highway construction and maintenance; research, tests and reports. Recently Capt., Engrs., U. S. A. Was Asst. Plant Manager and Assistant Chief Engineer of rolling mill. Seven years' active practice; three years in responsible charge. Desires connection with engineering, contracting or manufacturing company, preferably in vicinity of Philadelphia. CE–127.

CIVIL ENGINEER, college graduate. Fifteen years' practical experience in design and construction of power developments, shops, industrial plants, housing propositions, reports, and purchase of materials. Highest references. Location immaterial. CE–128.

EXPERT STRUCTURAL ENGINEER wishes position in charge of structural department with leading architect, engineer or industrial corporation in New York City. CE–129.

CIVIL ENGINEER, age 33; married. Ten years' experience in structural and mechanical lines, including design and detail of coal handling and conveying plants and equipment, structural steel and sheet metal work for mill buildings, towers, trestles, breechings, etc. Also has had considerable experience in developing warped surfaces and skewed connections, as well as checking, estimating, inspecting and field superintendence of work engaged in. Assoc. M. Am. Soc. C. E. CE–130.

ASSOCIATE MEMBER, Am. Soc. C. E.; age 32; married. Fourteen years' varied experience in design and construction, desires position as assistant superintendent or field engineer; good draftsman; available one week's notice. CE–131.

EXECUTIVE ENGINEER, Assoc. M. Am. Soc. C. E. and Am. Soc. M. E.; age 37; married. Eighteen years' valuable experience in design and construction of industrial buildings, including complete layout of plant, structural features of buildings and entire mechanical equipment. Work has included power plants, chemical plants, manufacturing buildings, loft and storage buildings. Has worked up through various grades from draftsman to executive engineer in charge of important work. Available at once. CE–132.

CONSTRUCTION ENGINEER AND DESIGNER. Three years' municipal work, grading, paving, sewers and water supply; six years' railroad work, location, construction and maintenance; five years' industrial plant construction on design and erection of buildings, machinery, furnaces, power houses, etc. Available April 16th. Age 34; married. Assoc. M. Am. Soc. C. E. Good executive and organizer. CE–133.

CIVIL ENGINEER, technical graduate; age 35; M. Am. Soc. C. E. and Am. Soc. M. E. Four years' railway engineering and ten years' office and field experience on design and construction of railway and industrial plants and buildings. Executive work, purchasing, supervision, etc. Officer of Engineers, A. E. F. CE–134.

RECENT CORNELL GRADUATE in C. E. desires to get into the "industrial branch" of engineering, that is, purchasing and sales. Also interested in research or statistical work. CE–135.

SUPERVISING ENGINEER for architect or contractor. Executive for engineering, auditing or appraisal organization. Graduate C. E., M. Am. Soc. C. E. Twenty-five years' experience in all phases of building work along sound designing, constructive and managerial lines. Mentally alert, progressive, receptive, and an enthusiastic organization team-worker. Ability to analyze markets, expenditures, and policies, recruit, train and direct subordinates, and increase production with diminishing costs acknowledged and commended. Has initiative, enthusiasm, leadership, clean reputation, vision, pleasing personality and able to execute as well as plan. Position of responsibility desired rather than high initial salary. New York City location. CE–136.

CIVIL ENGINEER GRADUATE, twenty years' broad practical engineering and contracting experience on water-works, sewers, highways, hydraulics and general engineering, with utility holding companies, consulting engineers and contractors; investigations, design, construction, and appraisals. Will consider any proposition, engineering or associated work. Excellent references from all with whom ever associated. Prefers Middle Atlantic States for permanency. Eastern interview. CE–137.

CIVIL ENGINEER AND EXECUTIVE, M. Am. Soc. C. E.; age 46. Twenty-two years' experience, Philippines, Canal Zone, United States; in charge dredging, quarrying, water and rail transportation, construction locks, dams, breakwaters, residences, barracks, power plants, factories, streets. Officer, Engineer Corps, U. S. A., to 1916. Taught engineering; speaks Spanish. CE–138.

CIVIL ENGINEER, Junior at Rensselaer Polytechnic Institute with some experience in railroad engineering, desires work along this line for the summer. CE–139.

CONSTRUCTION ENGINEER, M. Am. Soc. C. E.; Yale graduate. Ten years as construction engineer in charge of railroad construction, work includes relocation of railroad, bridges, buildings and freight yards. Six years as superintendent of construction with railroad contractor; five years in charge of building industrial plants and power houses. Capable executive; able to direct as well as supervise construction work. Detail of experience on request, with references. Open for immediate engagement. CE–140.

JUNIOR, Rose Polytechnic Institute, available for summer work. Summer experience, Miami Conservancy District, 1919; Shourds-Stoner Engineering Co., 1920. CE–141.

SOPHOMORE, Rose Polytechnic Institute, desires summer work. Summer experience in mine and land surveying. CE–142.

SOPHOMORE, Rose Polytechnic Institute, desires summer work. Summer experience in railroad and architectural drafting. CE–143.

STUDENT of Rose Polytechnic Institute available for summer work. CE–144.

STUDENT of Rose Polytechnic Institute available for summer work. CE–145.

STUDENT of Rose Polytechnic Institute available for summer work. CE–146.

JUNIOR, Rose Polytechnic Institute, desires summer work. Experience as rodman with Realty Company; Instrumentman, State Highway Department; chief of party. CE–147.

JUNIOR, Rose Polytechnic Institute. Summer experience with County Surveyor. Desires summer work. CE–148.

CIVIL ENGINEER, age 42; Assoc. M. Am. Soc. C. E. Twenty-two years' experience. Eight years shop management, cost accounting, etc.; fourteen years construction work, surveying, estimating, drafting, building construction, steel and reinforced concrete, industrial plants, highways, sewers, tunnels, subways, bridges; six years on design. Prefers vicinity of New York. CE–149.

EXAMINATIONS FOR ENGINEERS' LICENSES

For the convenience of the membership, abstracts of the examination requirements of all States in which engineers are now required to obtain licenses before being allowed to practice, together with the addresses of the officers to whom application must be made, are repeated from the complete abstracts of the various laws now in force, as published in the October, 1920, *Proceedings*, as follows:

Colorado.—Each candidate is examined in that branch of engineering in which he is proficient, as set forth in his application. The Board conducts the examination in such manner as it deems best suited to determine the fitness of candidates, and it may summon any licensed engineer to assist in preparing for and in conducting examinations. Fee for examination is $10.00, for license certificate $5.00, and for renewal certificate, $5.00 annually. Application for examination is made to State Engineer, Secretary, State Board of Engineer Examiners, Denver, Colo.

Florida.—The Board has ruled that examinations may consist of the applicant's sworn statement of professional education and experience in responsible charge of engineering work. If this statement is not complete or qualifying, the Board may summon the applicant to appear for further examination, and investigate his record of professional service. Examinations may be either oral, or partly oral and partly written. Fee for examination is $15.00, for certificate of registration $10.00 additional, for registration without examination $25.00, and for renewal of certificate, $5.00 annually. Application for examination is made to the Secretary, State Board of Engineering Examiners, 215 East Bay Street, Jacksonville, Fla.

Idaho.—Examinations are held semi-annually in the State Capitol, Boise, Idaho, beginning at 9 A. M., the second Tuesday of March and September. Application must be received 10 days before the date of examination. Fee for residents is $10.00, for non-residents $25.00, for renewal, $2.00 annually. Application for a Certificate of Registration is made to the Department of Law Enforcement, Boise, Idaho, in writing under oath in such form and accompanied by such proof of the applicant's fitness to practice as the Department may from time to time prescribe. Must be accompanied by an unmounted photograph taken within a year.

Illinois.—Structural engineers' examinations include written and oral tests, and embrace subjects normally taught in schools of structural engineering. They occupy three days and cover theoretical and applied mechanics, definitions, general engineering knowledge, stress analysis, static and moving loads, design and construction in reinforced concrete, steel, wood, masonry, and foundations. Fee for examination $10.00, for certificate of registration $5.00, for examination to determine preliminary education $5.00, for restoration of an expired certificate $5.00, for renewal of certificate $1.00 annually, for certificate to those who hold a like certificate from another State or country, $15.00. Application for certificate is made upon prescribed blanks to the Department of Registration and Education, Springfield, Ill.

Iowa.—Examinations are required as prescribed by the Board. Fee for examination $15.00, for certificate of registration $10.00 additional, for certificate without examination to person registered in another State, $10.00. Application

for examination is made to the State Board of Engineering Examiners, Box 923, Des Moines, Iowa.

Louisiana.—Examinations are required of all who are not graduates of an engineering college or school of good standing. Examination for surveying covers geometry, plane trigonometry, plane surveying and practical use of instruments; for engineering, covers in addition, physics, including practical problems in design and construction. Fee for examination $25.00, for registration by diploma $25.00, for registration of holder of license from another State $15.00, for issuing license certificate $1.00, engineering renewal license $3.00 annually, surveying renewal license $1.00 annually. Application for license or examination is made to the State Board of Engineering Examiners, Maison Blanche Building Annex, New Orleans, La.

Michigan.—Examinations are required of all who desire to begin the practice of architecture, engineering or surveying as principal or in responsible charge, except those from other States, and include English language and other appropriate subjects. Fee for examination $5.00, for certificate of registration $15.00 additional, for certificate of registration without examination $20.00, for renewal of certificate $5.00 every five years. Application for examination is made to the State Board of Examiners for the Registration of Architects, Engineers, and Surveyors, 80 Griswold St., Detroit, Mich.

New York.—Present practitioners must obtain licenses before May 14th, 1922. If evidence presented in the application does not appear to the Board to be conclusive or warranting issuance of a certificate, applicant may present further evidence, which may include the result of a required examination. Fee for certificate to practice engineering or land surveying $25.00, for certificate to practice both engineering and land surveying $35.00; no provision for renewals. Application for certificate must be made on a prescribed form to Regents of the University of the State of New York, Albany, N. Y.

Oregon.—Examinations may be either oral or partly oral and partly written. Fee for examination $10.00, for certificate of registration $5.00 additional, for certificate of registration without examination $15.00. Application for examination is made to the Secretary, State Board of Engineering Examiners, Corbett Building, Portland, Ore.

Virginia.—Examinations are required of all applicants except those from other States, as prescribed. They are held at least once each year at Richmond, Va., and at such other places and times as the Board may designate. Fee for each examination $20.00. Application for examination is made to the State Board of Examination and Certification of Architects, Professional Engineers, and Land Surveyors, Richmond, Va. Registration is optional; present practitioners are not limited as to time within which to register.

Wyoming.—Examinations are required of all applicants except those licensed under previous Acts, and consist of a written examination and an investigation by the Board of record, training, and experience. Fee for examination $10.00, for certificate of license without examination $5.00. Application for examination is made to the State Board of Examining Engineers, Cheyenne, Wyo.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

May 4th, 1921.—8 P. M.—A regular business meeting will be held, and a paper by Ernest E. Howard, M. Am. Soc. C. E., entitled "Vertical Lift Bridges", will be presented for discussion.

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes announced by the New York Section* are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

REGULATIONS FOR STUDENT CHAPTERS

1.—A Student Chapter in affiliation with the American Society of Civil Engineers, composed of students of schools of engineering of recognized reputation, may be organized upon favorable vote by the Board of Direction. The name of such an affiliated society shall be "The..........................† Student Chapter of the American Society of Civil Engineers."

2.—The qualifications required of a proposed Student Chapter shall include:

(*a*).—An organization of students in an engineering school of high standing;

(*b*).—The endorsement of the application by the head of the civil engineering department;

(*c*).—A minimum membership of twenty students.

3.—Each Student Chapter shall establish its own rules of government and procedure, which shall conform with any regulations which may be formulated by the American Society of Civil Engineers. It is also intended that each Student Chapter shall control the occurrence and character of its own meetings; but the American Society of Civil Engineers desires especially to aid in promoting the success and value of student chapters by frequent consultations and advice, as well as by arranging for speakers, on request, whose addresses will broadly supplement

* *Proceedings*, Am. Soc. C. E., November, 1920, p. 868.

† Insert the name of the educational institution at which the particular student chapter is situated; for example, "Stanford University".

the class-work of the members. Each Student Chapter is authorized to communicate direct with the Local Section or local members in whose territory it is situated, to arrange for speakers and for other co-operation.

4.—Each Student Chapter shall submit an annual report, not later than the last day of December of each year, which shall include

(*a*).—A summary statement of the meetings held during the calendar year; giving the date of each, the attendance, the principal speaker and his subject, and other pertinent information;

(*b*).—Names of the officers, and of the members by classes, at the date of the report.

5.—Any address or paper read before a Student Chapter may be offered for publication to the American Society of Civil Engineers under the general provisions established for this procedure, and shall be submitted to the Board of Direction when requested by the said Board or when such Chapter desires to publish it in a local journal or elsewhere; it being understood that the privilege of priority in publication exists in the American Society of Civil Engineers, though the Society claims no exclusive copyright upon such papers.

6.—The annual dues of each Student Chapter shall be $10.00 per year, which, under provisions approved by the Board of Direction, shall entitle it to the following:

(*a*).—A copy of each issue of the *Proceedings* of the American Society of Civil Engineers and of all papers;

(*b*).—The opportunity to publish notices of its chapter activities, etc., in publications of the American Society of Civil Engineers;

(*c*).—The active co-operation of the American Society of Civil Engineers in advancing the interests of each Student Chapter by contributing (from its organization, membership, and experience) such service as may be mutually arranged.

The annual dues shall apply to the current fiscal year and shall be payable in advance, due January 1st. The Secretary of the American Society of Civil Engineers shall send out bills for dues each December for the following year. Student Chapters admitted on or after July 1st of each year shall pay $5.00 only for the balance of the current fiscal year.

7.—Among the privileges offered to the members of Student Chapters are:

(*a*).—Individual subscription to the *Proceedings* of the American Society of Civil Engineers at a special price of $3.00 per year;

(*b*).—To receive at cost, on request, copies of such separate papers as may be printed in pamphlet form;

(*c*).—To use on all official stationery the special official emblem, prescribed in Section 8;

(*d*).—A membership card, of special design, prescribed in Section 9, to be issued annually;

(*e*).—The right to attend the meetings and accompany inspection trips and excursions arranged for members of the American Society of Civil Engineers;

(*f*).—Provision for the publication of requests for summer employment during the college course, or for permanent engagement after graduation, on such terms as the Board of Direction may prescribe; and

(*g*).—The opportunity to hear, on special occasions, speakers whose personal experiences qualify them to speak with authority upon the many questions which are of particular importance to the student during his college course.

8.—The official emblem for stationery for Student Chapters shall be in strict accord with a standard design, as prescribed by the Board of Direction.

9.—The membership cards shall be supplied and signed by the Secretary of the American Society of Civil Engineers, in accordance with official annual lists furnished by the Secretaries of the Student Chapters.

10.—Applications for admission of Student Chapters to the American Society of Civil Engineers shall be in the following form:

....
(*Place.*)

....
(*Date.*)

"To the Board of Direction,
American Society of Civil Engineers.

"Gentlemen: The.........................hereby make application for affiliation with the American Society of Civil Engineers as a Student Chapter, under the terms prescribed by the Board of Direction.

"In regard to the qualifications required of a proposed Student Chapter, we submit the following:

"(*a*).—This..............is composed of..........................
(*Seniors, Juniors, Sophomores, Freshmen.*)
.... It was organized.........................
(*Date.*)

"(*b*).—Our application for affiliation is herewith endorsed by..........
................Head of the Department of Civil Engineering.

"(*c*).—There are at present........active members of this organization.
(*Number.*)

Respectfully yours,

....
Secretary.

"Endorsed:

....
"Head of Civil Engineering Department.

....
"Name of Educational Institution."

11.—A Student Chapter may be disbanded upon the approval of the Board of Direction provided its annual dues for the current calendar year have been paid.

The Board of Direction may discontinue a Student Chapter if its annual dues are not paid promptly, or if it becomes inactive, or if its continuance is considered not for the best interest of the Society.

RULES ADOPTED BY THE BOARD OF DIRECTION FOR THE USE OF THE ADDRESSOGRAPH AND MAILING LIST OF THE SOCIETY

The following rules were adopted by the Board of Direction at its meeting of November 9th, 1920, for the use of the Addressograph and Mailing List of the Society:

1.—The Addressograph shall be used by the Secretary only in the routine of the issuance of Society matter and for the issuance of notices of joint meetings of this and other societies.

2.—The Mailing List shall be furnished by the Secretary:

(*a*) To Local Sections of the Society free of charge for legitimate use by them in relation to Society matters, and

(*b*) To individual members of the Society at cost price for their communication with the membership regarding Society affairs.

3.—Neither Mailing List nor the use of the Addressograph shall be furnished to any one for commercial or advertising purposes.

4.—In the difficulty of prescribing rules to cover each case that may arise in the future, the Secretary is authorized to use his discretion regarding each application as to whether it is in accordance with the spirit of the rules here outlined.

5.—These rules shall be published in the *Proceedings* of the Society so that all members may have an equal chance to avail themselves of the advantages of the use of the Mailing List.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1921.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper, and the discussions and closure distributed in pamphlet form.

All manuscript submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication and with the paper in the volumes of *Transactions*.

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 36 of the Year Book for 1921.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section, Organized 1905.

Frederick R. Muhs, President; Nathan A. Bowers, Secretary-Treasurer, 531 Rialto Building, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section, Organized 1908.

Oliver T. Reedy, President; John S. Means, Secretary-Treasurer, 1574 Marion Street, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section, Organized 1912.

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the last Monday of each month, at 12.30 P. M., to which visiting members of the Society are welcome.

Baltimore Section, Organized 1914.

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section, Organized 1921.

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section, Organized 1921.

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Meetings are held at the rooms of the Engineers Club of Columbus in the Southern Hotel. The Annual Meeting is held on the second Friday of November and at least two other meetings are held each year the dates of which are designated by the Board of Direction of the Section.

Cincinnati Section, Organized 1920.

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 9 East Third Street, Cincinnati, Ohio.

Cleveland Section, Organized 1914.

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the Rooms of the Cleveland Engineering Society, Hotel Statler. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section, Organized 1919.

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section, Organized 1916.

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section, Organized 1916.

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 2001 Sixteenth Street, N. W., Washington, D. C.

Duluth Section, Organized 1917.

W. A. Clark, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section, Organized 1916.

Charles B. Burdick, President; W. D. Gerber, Secretary-Treasurer, 913 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section, Organized 1920.

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Louisiana Section, Organized 1914.

A. T. Dusenbury, President; Eugene F. Deléry, Secretary, 602 Sewerage and Water Board Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nashville Section, Organized 1921.

Arthur J. Dyer, President; Granbery Jackson, Secretary-Treasurer, 220 Capitol Boulevard, Nashville, Tenn.

Nebraska Section, Organized 1917.

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section, Organized 1920.

William J. Wilgus, President; W. T. Chevalier, Secretary, 17 Battery Place, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section, Organized 1914.

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Ave., St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Oklahoma Section, Organized 1920.

H. V. Hinckley, President; R. E. Brownell, Secretary-Treasurer, 402 First National Bank Building, Oklahoma, Okla.

Philadelphia Section, Organized 1913.

John Meigs, President; S. C. Hollister, Secretary, 1200 Land Title Building, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held at times announced in advance.

Pittsburgh Section, Organized 1917.

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 426 City-County Building, Pittsburgh, Pa.

Portland (Ore.) Section, Organized 1913.

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held regularly on the third Friday of each month. All members of the Society in any grade are cordially invited to attend.

Providence (R. I.) Section, Organized 1920.

Sidney Wilmot, Chairman; Howard W. Congdon, Secretary-Treasurer, Care, Providence Steel and Iron Company, Providence, R. I.

The Section regularly holds meetings jointly with the Structural and Municipal Sections of the Providence Engineering Society, at the Society Rooms, 29 Waterman Street, on the fourth Tuesday of each month, from September to May. The Annual Meeting is held in May. All visiting members of the Society are cordially invited to attend these meetings.

St. Louis Section, Organized 1888 (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section, Organized 1915.

George Cromwell, President; R. C. Wueste, Secretary-Treasurer, Bonita, Cal.

The San Diego Section of the American Society of Civil Engineers meets on announcement. Pilgrimages to points of engineering interest are made at intervals throughout the year.

Seattle Section, Organized 1913.

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1319 L. C. Smith Building, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Southern California Section, Organized 1914.

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Spokane Section, Organized 1914.

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Meetings are held on the second Friday of each month. These meetings are noonday luncheons at Davenport's, and all visiting members of the Society are invited to attend.

Texas Section, Organized 1913.

J. H. Brillhart, President; E. N. Noyes, Secretary, 311 Deere Building, Dallas, Tex.

Utah Section, Organized 1916.

A. B. Villadsen, President, 304 Dooly Bldg., Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the President.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Stanford University Student Chapter, Organized 1920.

R. L. Wing, President; U. B. Gilroy, Corresponding Secretary, Stanford University, Cal.

Alabama Polytechnic Institute Student Chapter, Organized 1921.

Alfred D. Boyd, Secretary, Alabama Polytechnic Institute, Auburn, Ala.

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

Clinton H. Wood, President; H. J. Miller, Secretary of Section I; Alvord C. Stutson, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

E. C. Larson, President; T. W. Broughton, Secretary, 2165 Fourteenth Street, Troy, N. Y.

Drexel Institute Student Chapter, Organized 1920.

Miles N. Clair, Chairman; C. V. Nishwitz, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Johns Hopkins University Student Chapter, Organized 1921.

Eric M. Arndt, President; Melvin E. Scheidt, Secretary, Box 566, Homewood, Baltimore, Md.

Massachusetts Institute of Technology Student Chapter, Organized 1921.

T. H. Gill, Secretary, Massachusetts Institute of Technology, Cambridge, Mass.

New York University Student Chapter, Organized 1921.

William J. Kiehnle, President; George H. Martin, Jr., Secretary, New York University, University Heights, New York City.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

Polytechnic Institute of Brooklyn Student Chapter, Organized 1921.

Richard Kanegsberg, Secretary, Polytechnic Institute of Brooklyn, Brooklyn, N. Y.

Purdue University Student Chapter, Organized 1921.

Donald A. Leach, President, 208 Fowler Avenue, West Lafayette, Ind.

Rose Polytechnic Institute Student Chapter, Organized 1921.

Kenneth L. De Blois, President; Duncan Baker, Secretary, 1606 North 8th Street, Terre Haute, Ind.

Rutgers College Student Chapter, Organized 1921.

Arthur E. Hilliard, Secretary, Winants Hall, Rutgers College, New Brunswick, N. J.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

University of Colorado Civil Engineering Society Student Chapter, Organized 1920.

W. C. Peterson, President; D. H. McNeal, Secretary, 1205 Thirteenth Street, Boulder, Colo.

University of Kansas Student Chapter, Organized 1921.

B. C. Judkins, President; Seth P. Kingman, Secretary, 1125 Kentucky Street, Lawrence, Kans.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Pennsylvania Student Chapter, Organized 1920.

Ashby B. Paul, President; Robert Beatty, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

W. E. Marshall, President; Paul H. Young, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

Ralph S. Windrow, President; Luis Tinoco, Secretary, University of Texas, Austin, Tex.

University of Washington Student Chapter, Organized 1921.

G. B. Richardson, President; Grace Eugenie Morrill, Secretary, University of Washington, Seattle, Wash.

University of Wisconsin Student Chapter, Organized 1921.

Herbert Wheaton, President; Olaf N. Rove, Secretary, University of Wisconsin, Madison, Wis.

Virginia Military Institute Student Chapter, Organized 1921.

Benjamin F. Parrott, Secretary, Virginia Military Institute, Lexington, Va.

Washington University Collimation Club Student Chapter, Organized 1920.

Harold T. Smutz, President; Raymond Schuermann, Secretary, Washington University, St. Louis, Mo.

Yale University Student Chapter, Organized 1921.

W. G. Geile, President; P. W. Thompson, Secretary, Winchester Hall, New Haven, Conn.

MINUTES OF MEETINGS OF SPECIAL COMMITTEES TO REPORT UPON ENGINEERING SUBJECTS

Special Committee on Stresses in Railroad Track

March 16th, 1921.—The meeting was called to order at the Congress Hotel, Chicago, Ill. Present, Messrs. Talbot (Chairman), Bremner, Bronson (representing Dudley), Brunner, Cushing, Gennett (representing Hunt), Jenkins, La Bach, Larrson, Reichmann, Stimson, and Willoughby. Messrs. Baldwin and Churchill who were called away before the meeting, had presented their views the day before. Letters from several members of the Committee giving views and suggestions were also received.

A long discussion of the programme of the work of the Committee was participated in by the members present, and the Chairman reported the progress of the experimental work.

It was voted to ask the Chairman to formulate the results along the lines outlined in the discussion.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 48, 49, and 50 of the Year Book of the Society for 1921.

NEW BOOKS*

(From March 1st to March 31st, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

A TEXTBOOK OF ELECTRICAL ENGINEERING.

By Adolf Thomälen. Translated by G. W. O. Howe. Fifth Edition. Lond., Edward Arnold, 1920. 482 pp., diagrams, 9 x 6 in., cloth. $9.00. (Gift of Longmans, Green and Company.)

This book is designed to bridge the gap between elementary textbooks and the specialized works on various branches of electrical engineering. It is concerned almost exclusively with principles and does not enter into details of the practical construction of apparatus and machines. It is intended to lay a thorough foundation for the profitable study of books on the design of dynamo machinery. The present edition has been revised, extended, and partly rewritten.

PRINCIPLES OF ELECTRICAL DESIGN, D. C. AND A. C. GENERATORS.

By Alfred Still. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 365 pp., diagrams, 9 x 6 in., cloth. $3.50.

This book is intended for students of electrical engineering, and for this reason emphasis is laid on fundamentals and principles of general application, while little attention is given to the need of the practical designer for empirical formulas and short cuts. The author's object has been to supply a reference text to accompany a course in practical designing, which would base all arguments on scientific facts and build up designs in a logical manner from known fundamental principles and thus assist in a thorough understanding of the essentials. The revision covers many minor alterations and corrections and a few new methods of calculation.

ELECTRICAL MACHINERY.

By Ottomar H. Henschel. Chicago, Power Plant Engineering, copyright 1920. 312 pp., illus., 8 x 5 in., cloth. $2.00.

This volume is an elementary statement of the generally accepted theories of the principles of of electric machinery, presented with the aid of only elementary mathematics. Direct-and alternating-current generators and motors, transformers, voltage regulators, and rotary converters are considered. The book is based on a series of articles, entitled "A Study of Dynamo Electric Machinery", which appeared in *Power Plant Engineering.*

ELECTRIC WELDING.

By Ethan Viall. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 417 pp., illus., 9 x 6 in., cloth. $4.00.

This volume is a compilation of the available literature on electric welding, selected and arranged by an experienced editor. It forms a convenient source of information on present methods, apparatus, and applications. Contents: Electric Welding; Historical; Arc Welding Equipment; Different Makes of Arc Welding Sets; Training Arc Welders; Carbon-Electrode Arc Welding and Cutting; Arc Welding Procedure; Arc Welding Terms and Symbols; Examples of Arc-Welding Jobs; Physical Properties of Arc-Fused Steel; Metallography of Arc-Fused Steel; Automatic Arc Welding; Butt-Welding Machines and Work; Spot Welding Machines and Work; Welding Boiler Tubes by the Electric Resistance Process; Electric Welding of High-Speed Steel and Stellite in Tool Manufacture; Electric Seam Welding; Making Proper Rates for Electric Welding, and the Strength of Welds.

MARINE ENGINEERING.

By A. E. Tompkins. Fifth Edition, Revised. Lond., Macmillan and Co., Ltd., 1921. 888 pp., illus., 9 x 6 in., cloth. $11.25. (Gift of The Macmillan Co., N. Y.)

An extensive one-volume textbook covering a sound course in marine engineering, treating of all the subjects usually included in that term. This edition has been extensively revised and many chapters have been rewritten. Much obsolete matter has been omitted and mercantile practice has been considered more fully than before.

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* Unless otherwise specified, books in this list have been donated by the publishers.

MODERN MARINE ENGINEERING: PART 1, THE FIRE ROOM.

By Harry G. Cisin. N. Y., D. Van Nostrand Co., 1921. 205 pp., illus., tab., 8 x 5 in., cloth. $3.00.

The purpose of the textbook, of which this is the first volume, is to set forth present practice in marine engineering in a form suitable as a college text or for use by practical men preparing for engineers' licenses. This volume discusses marine boiler construction, auxiliaries, corrosion, fuels, and combustion. It is based on the course given by the U. S. Navy Steam Engineering School at Stevens Institute, during the war.

BELTS FOR POWER TRANSMISSION.

By W. G. Dunkley. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd. 104 pp., diagrams, 7 x 4 in., boards. $1.00.

This is a small volume, for students and designers, presenting and discussing the factors and considerations involved in belt driving. Tables of use to designers are included. Contents: Belt Materials and Types of Belts; Power Transmitted by Belts; The "Lenix" System of Belt Driving; Length of Belts; Steel Belts.

SCREW THREAD PRODUCTION TO CLOSE LIMITS.

By Howard E. Adt. N. Y., The Stirling Press, 1920. 192 pp., illus., tab., 9 x 6 in., cloth. (Gift of the Geometric Tool Co., New Haven, Conn.)

The volume is intended primarily to direct attention to the screw-cutting tools and machines manufactured by the Geometric Tool Company. It contains much general information of a practical character on screw-thread standards, gauging, methods of threading, cutting speeds, lubricants, and similar subjects of general application, and includes the necessary tables, so that it will be useful to machinists as a reference book.

KINEMATICS AND KINETICS OF MACHINERY;

A Textbook for Colleges and Technical Schools. By John A. Dent and Arthur C. Harper. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 383 pp., illus., tab., 9 x 6 in., cloth. $3.50.

This treatise gives systematic methods, mainly graphical, of determining velocities, accelerations, and inertia forces which can be applied to practically all mechanisms. The text is based on notes prepared by Professors G. A. Goodenough and F. B. Seeley, and used for instruction at the University of Illinois, which have been revised and extended by the authors. Contents: Machine Motions, Pairs, Links, Chains, Mechanisms; Motion of Rigid Bodies; Velocities of Mechanisms; Accelerations in Mechanisms; Inertia Forces of Machine Parts; Balancing of Engines; Governors; The Mechanics of the Gyroscope; Critical Speeds and Vibrations; Toothed Wheels; Cams; Wrapping Connectors; Irregular Gears; Propositions on Velocity Polygons; Locus of the Center of Acceleration; Solution of Linear Differential Equations; Investigation of Forces in Gasoline Engine.

ELEMENTS OF FUEL OIL AND STEAM ENGINEERING.

By Robert Sibley and C. H. Delany. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 466 pp., illus., tab., 9 x 6 in., cloth. $5.00.

The theme of this book is a study of fuel-oil power-plant operation and the use of evaporative tests to increase their efficiency. It includes an exposition of the elementary laws of steam engineering, the use of oil for fuel in the modern power plant, and the testing of oil-fired boilers. This edition has been rewritten and much new material added.

ELEMENTARY MACHINE SHOP PRACTICE.

By James A. Pratt. N. Y., D. Van Nostrand Co., 1921. 320 pp., illus., 8 x 5 in., cloth. $2.50.

This manual describes the fundamentals of the trade, the process relating to the bench, lathe, drill press, shaper, slotter, grinder, miller, and planer. The treatment is clear, detailed and non-mathematical, suited for use by apprentices, trade school students, and young workmen.

A TREATISE ON AIRSCREWS.

By Whyrill E. Park. (The Directly Useful Technical Series.) N. Y., E. P. Dutton & Co., 1921. 308 pp., illus., diagrams, charts, tab., 9 x 6 in., cloth. $8.00.

This book considers the problems of airscrew propeller design and construction from the viewpoint of designers, draftsmen, and others engaged in the practical design of aircraft. In general, it follows the methods developed by Lang Propeller, Limited. It is intended to supply directly useful information, accompanied by a proper amount of scientific explanation. The theory presented is one that has proved convenient for drafting-room use.

THE DYNAMICS OF THE AIRPLANE.

By Kenneth P. Williams. (Mathematical Monographs, 21.) N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 138 pp., diagrams, 9 x 6 in., cloth. $2.50.

This book, intended for students of mathematics and physics who are attracted by the dynamical aspect of aviation, grew out of a course of lectures on aerodynamics given by Prof. Marchis, at the University of Paris in 1919. The treatment is elementary for the most part. Contents: The Plane and Cambered Surface; Straight Horizontal Flight; Descent and Ascent; Circular Flights; The Propeller; Performance; Stability and Controllability.

THE COMPLETE AIRMAN.

By G. C. Bailey. N. Y., E. P. Dutton and Co. 269 pp., pl., diagrams, 9 x 6 in., cloth. $6.00.

This book discusses aviation in a more or less elementary fashion; for those generally interested in its technical aspects, pilots, mechanics, and managers of commercial enterprises connected with aviation. The theory of flight, the care and construction of machines, practical flying and auxiliary equipment are considered in a non-technical manner.

COMPRESSED AIR.

By Theodore Simons. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 173 pp., illus., tab., 9 x 6 in., cloth. $2.00.

This treatise is intended to give the student such an insight into the natural laws and physical principles underlying the production, transmission, and use of compressed air, as will enable him to comprehend the operation of the various appliances used for this purpose and to judge of their merit. The present edition has been carefully revised and partly rewritten.

HANDBOOK OF METALLURGY.

By Carl Schnabel. Vol. 1, Copper, Lead, Silver, Gold. Translated by Henry Louis. Third Edition. Lond., Macmillan and Co., Ltd., 1921. 1171 pp., illus., 9 x 6 in., cloth. $13.50. (Gift of The Macmillan Co., N. Y.)

The object of this treatise is to give a complete account of the metallurgical treatment of every one of the metals ordinarily used, except iron, according to modern methods, while at the same time pointing out the scientific principles underlying each process, and illustrating each by examples drawn from actual practice. The present edition has been revised independently by the translator. The form of previous editions has been kept, but the descriptions of the older and obsolete processes have been condensed and more space is given to modern methods. The book was largely in type in 1914, so lacks references to later work.

COPPER REFINING.

By Lawrence Addicks. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 211 pp., illus., tab., 9 x 6 in., cloth. $3.00.

Electrolytic copper refining was for so many years conducted under conditions of strict commercial secrecy that little has been published regarding the principles of operation, as distinct from descriptions of individual plants. This little book, comprising a series of articles, each dealing with one of the problems of refining, which originally appeared in *Chemical and Metallurgical Engineering,* is almost entirely a record of the author's personal experience. Contents: Metal Losses; Metals in Process; Tank Resistance; Current Density; Current Efficiency; Impurities; By-Products; Furnace Refining; The Requirements of Refined Copper; Copper from Secondary Material; The Power Problem; Elements of Design; Application to Other Fields.

ECONOMIC MINERALOGY.

By Thomas Crook. Lond. and N. Y., Longmans, Green and Co., 1921. 492 pp., illus., 9 x 6 in., cloth. $8.00.

The aim of this book is to deal with mineralogy in such a way as to meet the needs of those who wish to restrict their attention to the utilitarian side of the subject. It does not, however, treat it in a narrow way, as the scientific scope of economic mineralogy is as wide as that of academic mineralogy. Such aspects as crystallography are treated briefly, while many topics important economically are given very full treatment. In describing mineral occurrences attention is chiefly directed to those of importance to the mining industry.

WORLD ATLAS OF COMMERCIAL GEOLOGY.

Issued by the United States Geological Survey. Part 1, Distribution of Mineral Production. Wash., 1921. 72 pp., maps, 11 x 14 in., paper.

The purpose of this book is to assist the manufacturer by setting forth graphically and describing concisely the basic facts concerning the present and future sources of the useful minerals. The present part of the atlas (seventy-two maps) exhibits the world's present produc-

tion of the important minerals and its distribution. Their uses, nature, sources, distribution, centers of production and consumption and their world movements are briefly presented, accompanied by the latest available statistics. The maps are arranged in groups of three, each including a map of the world showing the production, and, for major commodities, the consumption, by countries in percentages of the world's output in 1913; maps of continents, showing production by countries, districts, or fields; and a map of the United States, giving more detail and showing production by States, fields, or districts in percentages of output for 1918.

A TEXT-BOOK OF GEOLOGY.

By Louis V. Pirsson and Charles Schuchert. Part 1, Physical Geology. Second Revised Edition. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1920. 470 pp., map, illus., 9 x 6 in., cloth. $3.00.

This textbook is especially intended for students of engineering, mining, metallurgy, and chemistry, to whom the subject has a direct technical value or serves as a basis for further technical studies. It is planned, while presenting the broad facts and principles of the science, to have a somewhat different character and more even balance of subject-matter than the usual textbook. The present edition has been revised, and new matter has been added where necessary, without essential change in the length of the work.

ARCHIMEDES.

By Sir Thomas Heath. (Pioneers of Progress.) Lond., Society for Promoting Christian Knowledge; N. Y., The Macmillan Co., 1920. 58 pp., front., 7 x 5 in., cloth. $0.80.

Sir Thomas Heath has written an interesting brief account, ample for the general reader, of the contributions of Archimedes to mathematics and mechanics and the significance of his work.

EMPLOYEE TRAINING.

By John Van Liew Morris. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 311 pp., 8 x 6 in., cloth. $3.00.

This work presents the results of an inquiry into the programmes and organization machinery being utilized by various manufacturing concerns to train their own workers, both by apprenticeship courses and by vocational training. It shows industry's own solution of its training problems and should be suggestive to manufacturers as a collection of tried methods.

INSTALLING MANAGEMENT IN WOOD-WORKING PLANTS.

By Carle M. Bigelow. N. Y., The Engineering Magazine Co., 1920. 323 pp., illus., 9 x 6 in., cloth. $5.00. (Gift of *Industrial Management.*)

The author's purpose has been twofold: First, to express in a general way his ideas as to the application of the principles of scientific management to an industry; and, second to outline in detail their application to the specific problems of the wood-working industry. Contents: Traditional Peculiarities of Woodworking Making Scientific Management Essential; Organization and Its Installation; Product; Lumber; Purchasing and Storing; Planning Department; Layout and Routing of the Plant; Shop Practice and Standardization; The Cutting of Lumber; Labor Control; Tool and Fixture Control; Repair Control; Waste Control; Power Plant; Cost Accounting; Results to be Expected by Application of Methods Outlined.

TRADE TESTS; THE SCIENTIFIC MEASUREMENT OF TRADE PROFICIENCY.

By J. Crosby Chapman, with the Assistance of D. R. Chapman. N. Y., Henry Holt and Co., 1921. 435 pp., illus., 9 x 6 in., cloth. $4.00.

During the war, the War Department undertook extensive researches in the effort to solve the problem of placing its skilled workers. One important result of the experimentation was the trade test, devised to enable a trained examiner, unskilled in any trade, to measure the trade standing of a person claiming skill in any of the trades necessary to the Army. The present volume sets forth some of the results obtained. Samples of oral, picture, performance, and written trade tests for various trades are shown, with comment on their use. The place of such tests in industry is discussed.

STUDIES IN FRENCH FORESTRY.

By Theodore S. Woolsey, Jr. With Two Chapters by W. B. Greeley. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1920. 550 pp., illus., tab., 9 x 6 in., cloth. $6.00.

This book is a study of the theory and practice of French forest administration and management, based on extended trips through French forests, and an examination of the standard authorities. It supplements the author's previous volume, "French Forests and Forestry", which describes the forests and forestry of Algeria, Tunisia, and Corsica. Contents: Impressions of French Forestry; The Rôle of Forests; Forest Regions and Important Species; Forest Statistical

Data; Natural Regeneration; Artificial Reforestation; Control of Erosion in the Mountains; Forestry in the Landes; Government Regulation and Working Plans; Features of French National Forest Administration; Private Forestry in France; The American Forest Engineers in France.

PLANE ALGEBRAIC CURVES.

By Harold Hilton. Oxford, Clarendon Press, 1920. 388 pp., diagrams, 9 x 6 in., cloth. $12.60. (Gift of the American Branch of the Oxford University Press.)

Though the theory of plane algebraic curves still attracts mathematical students, the English reader has not many suitable books at his disposal. Salmon's classic treatise was last published some forty years ago and has long been out of print. Mr. Hilton therefore has thought a new book desirable, if only to bring more recent developments within reach of the student. His book, although based on previous texts, has been largely extracted from mathematical periodicals, supplemented by his own studies, and attempts to be reasonably complete.

THE PRINCIPLES OF THE PHASE THEORY.

By Douglas A. Clibbens. Lond., Macmillan and Co., Ltd., 1920. 383 pp., diagrams, 9 x 6 in., cloth. $10.00. (Gift of The Macmillan Co., N. Y.)

As the author believes that a thorough study of the condensed system offers the easiest path to a true understanding of the methods of the phase theory, he has given a general title to his book, which in reality is limited to the consideration of condensed systems which include only one liquid phase, and that the only phase of variable composition. The book is written primarily for readers unfamiliar with the subject.

THE NEW PHYSICS.

By Albert C. Crehore. San Francisco, Journal of Electricity, 1920. 111 pp., 6 x 5 in., cloth.

This little book presents some results of the author's study of the fundamental conceptions and laws of physics. It gives new expressions for Rydberg's and Planck's constants, which connect them in various ways with the electrical charge and the mass of the hydrogen atom, a reduction of the electrostatic and electromagnetic systems of units to one common system in terms of length and time, and the author's theory of the atom.

A TEXTBOOK OF PHYSICS.

By W. Watson. Seventh Edition, Revised by Herbert Moss. Lond. and N. Y., Longmans, Green & Co., 1921. 976 pp., illus., diagrams, 8 x 5 in., cloth. $6.00.

Since the publication of the sixth edition, this textbook has undergone considerable revision, during which those sections dealing with subjects in which important recent work has been done, have been revised and extended. The book is intended for students of college grade, already familiar with the elements of the subject, who desire a more extended discussion.

A TEXTBOOK OF ORGANIC CHEMISTRY.

By A. F. Holleman. Edited by A. J. Walker, Assisted by O. E. Mott. Fifth English Edition, Completely Revised. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1920. 642 pp., illus., 9 x 6 in., cloth. $3.50.

Most of the short textbooks of organic chemistry, according to this author, contain a great number of isolated facts and describe so considerable a number of compounds that the beginner is confused. Moreover, the theoretical grounds are often kept in the background. In this book he has endeavored to keep the number of unconnected facts within narrow limits and to give prominence to the underlying theory. The present edition has been carefully revised and partly rewritten.

TECHNICAL METHODS OF ANALYSIS,

As Employed in the Laboratories of Arthur D. Little, Inc., Cambridge, Mass. Edited by Roger Castle Griffin. (International Chemical Series.) N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 666 pp., illus., tab., 8 x 6 in., cloth. $5.00.

This is an extensive handbook for the analytical chemist, based on the experience of a large commercial laboratory, in which most of the methods given have been used many times. Standard procedures adopted by bodies of chemists have also been included. The book is intended to include the methods commonly needed in general commercial work, but material on drugs, alkaloids, medicines, rare earths, rocks, glasses, and other substances, has been excluded. The chief materials discussed are the important organic compounds, metals, fuels, paints, oils, fats, soaps, wood, paper, textiles, and foodstuffs. Brief descriptions of the normal properties are frequently given, and the subject-matter includes a six-page bibliography.

CHEMISTRY OF PULP AND PAPER MAKING.

By Edwin Sutermeister. N. Y., John Wiley & Sons, Inc.; Lond. Chapman & Hall, Ltd., 1920. 479 pp., pl., illus., tab., 9 x 6 in., cloth. $6.00.

This book is intended for the chemist and chemical engineer. It discusses the chemical aspects of the pulp and paper industry in detail, omitting the mechanical phases of the subject. It is based, the author states, on his experience as a paper-mill chemist during twenty years, and a review of the existing literature.

THE MANUFACTURE OF PULP AND PAPER:

Vol. 1, Arithmetic, Elementary Applied Mathematics, How to Read Drawings, Elements of Physics. By J. J. Clark. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 132 pp., illus., 9 x 6 in., cloth. $5.00.

This book is the first of a series of five volumes, prepared under the auspices of the Canadian Pulp and Paper Association and the Technical Association of the Pulp and Paper Industry, and is intended to form a suitable course of study in the fundamentals of mathematics and science and the manufacturing operations involved in modern pulp and paper practice. The treatment is simple, as the books are intended for self-instruction, as well as for classroom use.

THE SUGAR-BEET IN AMERICA.

By F. S. Harris. (The Rural Science Series.) N. Y., The Macmillan Co., 1919. 342 pp., pl., illus., tab., 8 x 5 in., cloth. $2.25.

This volume gives an account of the important facts regarding sugar-beet production and the beet-sugar manufacture, as developed in America. Attention is directed chiefly to the agricultural problems involved, rather than to the chemical and engineering aspects of sugar-making. A bibliography is included.

DAVISON'S SILK TRADE:

Twenty-sixth Annual Edition, 1921. Pocket Edition. N. Y., Davison Publishing Co. 776 pp., 8 x 5 in., cloth. $4.00.

The directory of silk mills is arranged both geographically and by products, dyers and finishers geographically, the dealers by commodities. An index of mills is included. Full information as to the size of mills, their products, officers, etc., is also included.

DAVISON'S TEXTILE "BLUE BOOK", UNITED STATES AND CANADA:

Thirty-third Annual Edition, July, 1920, to July, 1921. Office Edition. N. Y., Davison Publishing Co. 1748 pp., maps, 9 x 7 in., cloth. $7.50.

This directory covers the entire textile industry. The mills of the country are listed geographically under their products, and their sizes, officers, and products noted. Commission merchants, dealers in raw and semi-finished materials, rags, waste, etc., are also included, as well as a directory of dealers in textile-mill supplies.

HENDRICKS' COMMERCIAL REGISTER OF THE UNITED STATES:

Twenty-ninth Annual Edition (1921). N. Y., S. E. Hendricks Co., Inc. 2572 pp., 10 x 8 in., cloth. $12.50.

This well-known classified directory of manufacturers and dealers in supplies used by engineering firms has been carefully revised, new firms have been added, and those no longer extant have been eliminated. As in previous issues, the directory includes a classified list of dealers, an alphabetical list, an index of trade names, and an index of commodities.

REINFORCED CONCRETE DESIGN:

Vol. 1, Theory. By Oscar Faber and P. G. Bowie. Second Edition. Lond., Edward Arnold, 1919. 332 pp., illus., 9 x 6 in., cloth. $5.00; Vol. 2, Practice. By Oscar Faber. N. Y., Longmans, Green & Co.; Lond., Edward Arnold, 1920. 246 pp., illus., 9 x 6 in., cloth. $6.50.

In 1912 the author published a volume on the theory of reinforced concrete design. This now reappears, with minor corrections, and accompanied by a second volume on practice. The first volume discusses the calculation of stresses under known forces and moments, the design of columns, beams, and slabs, and the application of these principles to reservoirs and retaining walls. A chapter on specifications is included, and an appendix giving mathematical analyses of beams under various conditions of loading and fixing. Vol. 2 is intended chiefly to give material which either exists in or can be derived from Vol. 1, in convenient form for ready reference. From it the bending moments in any beam or column, with any ratio of live to dead load, any distribution of load, etc., may be found by simple inspection.

MASONRY STRUCTURES.

By Frederick P. Spalding. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 404 pp., illus., tab., 9 x 6 in., cloth. $3.50.

This book is designed to present, in a brief and systematic manner, the fundamental principles involved in the design and construction of masonry structures. The term, masonry, has been construed to include concrete. As the field covered is very wide, it has been necessary to select for discussion those types which most adequately illustrate principles, without attempting to cover the details of all classes of masonry structures. The book is intended as an introduction to the subject.

A TEXTBOOK OF SURVEYING AND LEVELLING.

By H. Threlfall. Lond., Charles Griffin & Co., Ltd.; Phila., J. B. Lippincott Co., 1920. 663 pp., pl., diagrams, 8 x 6 in., cloth. (Gift of J. B. Lippincott Company.)

This textbook is intended to meet the needs of both architects and civil engineers interested in surveying as the preliminary to further operations, and surveyors for whom it is the sole object. It is the outcome of the author's practical experience in the field and as a teacher in the Municipal College of Technology, Manchester, England.

DONATIONS TO THE READING ROOM

E. I. du PONT de NEMOURS AND COMPANY:

A History, 1802-1902. By Mrs. B. G. du Pont. Bost. and N. Y., Houghton Mifflin Company, 1920. 196 pp., illus., 8 x 5½ in., cloth. $3.00.

This book, it is stated, is an authoritative history, by a member of the family, of one of the most unusual and interesting of the great American business enterprises. The growth of the business from its organization in 1802 by E. I. du Pont who had escaped the French Revolution and had come to the United States in 1793, is given in detail, and as the Company has been intimately connected with the Federal Government during various critical periods, the story, it is stated, is also an illuminating sidelight on American history.

THE MORALS OF ECONOMIC INTERNATIONALISM.

By J. A. Hobson. (Barbara Weinstock Lectures on the Morals of Trade.) Bost. and N. Y., Houghton Mifflin Company, 1920. 69 pp., 7 x 5 in., cloth. $1.00. (Gift of the Univ. of California Press.)

This volume contains one of a series of lectures instituted at the University of California under the Weinstock Foundation, by representative scholars and men of affairs, dealing with various phases of the moral law in its bearing on business life under the new economic order. The subject-matter of this lecture relates particularly to the commercial relationship of the United States with European nations with reference to the need for effective co-operation in economic resources and opportunities by the former.

LABOR'S CRISIS: AN EMPLOYER'S VIEW OF LABOR PROBLEMS.

By Sigmund Mendelsohn. N. Y., The Macmillan Company, 1920. 12 + 171 pp., 7 x 5 in., cloth. $1.50.

The views and observations on the labor question presented in this volume are based, it is stated, on the practical experience of an employer who has had to deal with the facts, not the theories, which determine the relationship of capital and labor, and relate chiefly to the causes and effects of the present-day labor unrest.

DETROIT AND WORLD TRADE:

A Survey of the City's Present and Potential Foreign Trade and Seaboard Traffic, and the Facilities Therefor, with Special Reference to the Proposed St. Lawrence Deep Waterway to the Sea. By Thomas Lawrence Munger. Detroit, Mich., Detroit Board of Commerce, 1920. 117 + 2 pp., illus., tab., maps, 9 x 6 in., cloth. (Gift of W. H. Adams, M. Am. Soc. C. E.)

As stated in the secondary title, the object of this book is to present, as completely as possible, a survey of the industrial and commercial development of the City of Detroit and contiguous territory from the earliest days to the present time, with particular reference to the part played in such development by transportation facilities, as a brief of Detroit's case in support of the proposed Great Lakes-St. Lawrence Deep Waterway to the sea.

MEMBERSHIP

(From March 4th to April 7th, 1921)

ADDITIONS

MEMBERS		Date of Membership.
AIKMAN, HAL NELSON. 24 South Judson St., Fort Scott, Kans.		Oct. 11, 1920
ALDRICH, LLOYD. County Engr., Sonoma County, 57 Post St., Room 811, San Francisco, Cal.		Mar. 7, 1921
BALDWIN, GEORGE CLYDE. Hydr. Engr., U. S. Geological Survey, Box 467, Idaho Falls, Idaho	Assoc. M. M.	April 4, 1911 Mar. 8, 1921
BECKER, SYLVANUS A. Asst. Prof., Civ. Eng., Lehigh Univ., 3 East North St., Bethlehem, Pa.	Jun. Assoc. M. M.	Dec. 1, 1903 Feb. 5, 1908 Mar. 8, 1921
BENNETT, GEORGE LEWIS. Cons. Economist and Engr., 2 East 41st St., New York City		Mar. 7, 1921
BOSIER, WILLIAM HARRIS. Contr. Mgr., Union Bridge & Constr. Co., 903 Sharp Bldg., Kansas City, Mo.		Mar. 7, 1921
CALVERT, LOUIS LAY. Care, Tide-Water Bldg. Co., 16 East 33d St., New York City		Mar. 7, 1921
CLEVERDON, WALTER SHERMAN LYLE. Associate Prof. of San. Eng., New York Univ. (Res., 2323 Loring Pl.), New York City		Mar. 7, 1921
D'ANTONA, ATTILIO. Cons. Engr., 71 West 23d St., New York City		Oct. 11, 1920
FIFER, FRANK PRESTON. Asst. Engr., Hugh L. Cooper & Co., East Florence, Ala.	Assoc. M. M.	Oct. 1, 1913 Mar. 8, 1921
FOX, CHARLES LOUIS. Asst. Supt., Pennsylvania Water Co., 712 South Ave., Wilkinsburg, Pa.	Jun. Assoc. M. M.	May 5, 1903 May 2, 1911 Mar. 8, 1921
GARRATT, ALLAN VINAL. Cons. Engr., Lockwood, Greene & Co., Winter St., Holliston, Mass.		Mar. 7, 1921
GILMORE, MAURICE EUGENE. Chf. Engr., R. W. Hebard & Co., 50 Broad St., New York City		Mar. 7, 1921
HALMOS, EUGENE ERWIN. Designing Engr., Parsons, Klapp, Brinckerhoff & Douglas, 614 West 189th St., New York City		Oct. 11, 1920
HATTA, YOSHIAKI. Civ. Engr., Government Rys., Tokyo, Japan		Nov. 9, 1920
HOWELL, CLEVES HARRISON. Engr., U. S. Reclamation Service, 512 Tramway Bldg., Denver, Colo.	Assoc. M. M.	Feb. 28, 1911 Jan. 18, 1921
HUIE, IRVING VAN ARNAM. Branch Mgr., The Austin-Western Road Machinery Co., 149 Center St., New York City	Jun. Assoc. M. M.	May 7, 1913 May 31, 1916 Mar. 8, 1921
JACOB, BRENT COOKE. Elec. and Mech. Engr., Estimating Dept., Brown Hoisting Machinery Co., 12330 Forest Grove Ave., Cleveland, Ohio		Mar. 7, 1921
LILLIESTRAND, CARL EMIL. First Asst. Engr., Bldg. Dept., Gen. Elec. Co., 292 North St., Pittsfield, Mass.		Mar. 7, 1921
LINDLEY, EDWARD SEARLES. Executive Engr., Indian Public Works Dept., Panjab Irrig. Branch, Jhang-Maghiana, Panjab, India	Assoc. M. M.	Mar. 11, 1919 Oct. 11, 1920
McLEOD, DONALD FRASER. Prof. of Municipal Eng., Univ. of Mississippi, University, Miss.	Assoc. M. M.	April 30, 1912 Mar. 8, 1921
OKAZAKI, BUNKICHI. Engr., Upper Liao River Conservancy Board, Newchwang, China		May 12, 1919

MEMBERS (*Continued*)

		Date of Membership.
OXNARD, HORACE WHITCOMB. Pilot Engr., A. T. & S. F. Ry., 314 Huntoon St., Topeka, Kans.		Mar. 7, 1921
POOLE, CHARLES ARTHUR. City Engr., 52 City Hall, Rochester, N. Y.	Assoc. M. M.	June 5, 1907 Mar. 8, 1921
PUTNAM, WILLIAM ELI. Prin. Asst. Engr., Robert L. Totten, 1320 Jefferson County Bank Bldg., Birmingham, Ala.		Dec. 6, 1920
RAMSER, CHARLES ERNEST. Senior Drainage Engr., Bureau of Public Roads, U. S. Dept. of Agriculture, Washington, D. C.	Jun. Assoc. M. M.	Mar. 1, 1910 June 11, 1917 Mar. 8, 1921
ST. JOHN, ERASTUS ROOT. Res. Engr., U. S. Steel Products Co., 88 Front St., Binghamton, N. Y.		Mar. 7, 1921
SCOBEY, FREDERICK CHARLES. Senior Irrig. Engr., Irrig. Div., Bureau of Public Roads, U. S. Dept. of Agriculture, Federal Bldg., Berkeley, Cal.	Assoc. M. M.	April 2, 1913 Mar. 8, 1921
SHERMAN, JOHN ROCKWOOD. Engr., Kittitas Reclamation Dist., Ellensburg, Wash.	Assoc. M. M.	Sept. 12, 1916 Mar. 8, 1921
SLAYBACK, CLINT SANFORD. Eng. Dept., The Texas Co., Box 455, Cisco, Tex.		Mar. 7, 1921
WESTCOTT, WILLIS LOTHAIR. Chf. Draftsman, Structural Dept., Brown Hoisting Machinery Co., 4403 St. Clair St., Cleveland, Ohio.		Mar. 7, 1921
WHITNEY, HOWARD ROGERS. Asst. to Pres., Springfield St. Ry., Worcester Consolidated St. Ry., Milford, Attleboro & Woonsocket St. Ry., Interstate Consolidated St. Ry., Attleboro Branch R. R., 5 Blaine St., Springfield, Mass.		Mar. 7, 1921
WHITNEY, PAUL CLINTON. Chf., Coast Pilot Section, U. S. Coast and Geodetic Survey, Washington, D. C.		Mar. 7, 1921
YOUNG, CHARLES GRIFFITH. Cons. Engr. (The C. G. Young Co., Inc.), 501 Fifth Ave., New York City.	Assoc. M. M.	Mar. 6, 1894 Mar. 8, 1921

ASSOCIATE MEMBERS

ARCHER, JAMES HENRY. (Southern Eng. Co.), Box 567, Clarksdale, Miss.		Mar. 7, 1921
BALDWIN, JAMES MANOR. Engr. in Chg. of Constr., W. T. Grange Constr. Co., 1602 Keenan Bldg., Pittsburgh, Pa.		Mar. 7, 1921
BALL, ETHAN FRANK. Designer and Estimator, McClintic-Marshall Co., 7127 Race St., Pittsburgh, Pa.		Mar. 7, 1921
BEDELL, ARCHER WILSEY. Designing Engr., Municipal Eng. Co., Box 221, Mason City, Iowa.		Mar. 7, 1921
CASTILLO, DEMETRO DEL, JR. 19th and L Sts., Vedado, Havana, Cuba.		Nov. 9, 1920
CHADWICK, CLIFTON HARLAND. Estimating Engr., Dwight P. Robinson & Co., Inc., 125 East 46th St., New York City.		Mar. 7, 1921
CHAMBERLAIN, MILTON EARL. Engr., Booth & Flinn, Ltd., 11 Van Ness Ave., Rutherford, N. J.		Mar. 7, 1921
CHENEY, JAMES BURLEIGH. Pres. and Treas., Cheney & Co., Inc., 110 West 40th St., New York City.		Jan. 17, 1921
CLARKE, ALFRED HENRY. Asst. Engr., Bemis Bros. Bag Co., St. Louis, Mo.	Jun. Assoc. M.	Sept. 3, 1913 Jan. 17, 1921
CONNOLLY, ALLEN HOWARD. Asst. Gen. Sales Mgr., Haley-Neeley Co., Sioux Falls, S. Dak.	Jun. Assoc. M.	Oct. 7, 1914 Nov. 9, 1920

ASSOCIATE MEMBERS—(*Continued*)

		Date of Membership.
CORRIDON, JOSEPH BERNARD. With Stone & Webster, Inc., 27 West North Ave., Baltimore, Md		Mar. 7, 1921
CUNNINGHAM, FRED GASTON. Associate with William G. Clark, 1046 Spitzer Bldg., Toledo, Ohio		Mar. 7, 1921
DAVIDSON, GEORGE BURRETT. 449 Prince Bay Rd., Staten Island, N. Y.	Jun. Assoc. M.	Aug. 31, 1915 Mar. 7, 1921
DAY, WILLARD FARNSWORTH. County Engr., Campbell County, Box 392, Lynchburg, Va	Jun. Assoc. M.	Sept. 9, 1919 Mar. 7, 1921
DIAMANT, ALBERT. Asst. Engr. in Chg. of Constr., Chile Exploration Co., Tocopilla, Chile		Jan. 17, 1921
DODDS, JOHN SIMPSON. Associate Prof., Civ. Eng., Iowa State Coll., West Gate Cottage, Station A, Ames, Iowa		Mar. 7, 1921
DORNBUSH, GEORGE ALBERT. Structural Engr., The W. G. Wilkins Co., 1401 North St. Clair St., Pittsburgh, Pa		Jan. 17, 1921
ELIAS, MAURICE. 18bis rue de Chartres, Neuilly–S/–Seine, France		Jan. 19, 1920
ELY, FREDERICK WARREN. Asst. Engr., Hydr. Dept., Aluminum Co. of America, 509 Elliott St., Wilkinsburg, Pa		Jan. 17, 1921
FERRIS, HERBERT WILLIAM. Chf. Engr., North-Eastern Constr. Co., 3330 Perry Ave., New York City		Mar. 7, 1921
FLANNERY, EARL HARRELL. Asst. Engr., Newsom Eng. Co., 417 Poplar St., Wynne, Ark		Mar. 7, 1921
GORDY, SCHLEY. Supt. of Public Works, and City Engr., Box 507, Columbus, Ga		Mar. 7, 1921
GOYETTE, ERNEST FRED. Designer and Draftsman, Strathmore Paper Co., Mittineague (Res., 96 Abbe Ave., Springfield), Mass		Mar. 7, 1921
HALL, ALBERT EDMUND STOCKDALE. Asst. in Chg., Civ. Eng. Section, E. I. du Pont de Nemours & Co., 1016 Monroe St., Wilmington, Del		Mar. 7, 1921
HARDISON, ROBERT MCKENZIE. Dist. Engr., Corrugated Bar Co., 27 School St., Room 225, Boston, Mass		Mar. 7, 1921
HARSHBARGER, EUGENE LEE. Chf. Engr., Truscon Steel Co., Box 1121, Houston, Tex		Mar. 7, 1921
HAVENS, WILLIAM LOUIS. Asst. San. Engr., Div. of Eng. and Constr., City of Cleveland, 618 City Hall, Cleveland, Ohio	Jun. Assoc. M.	Oct. 10, 1916 Mar. 7, 1921
JOHNSON, ARCADIUS LARS PETER. Asst. Engr., Warren W. Chapin, 347 Madison Ave. (Res., 162 East 36th St.), New York City	Jun. Assoc. M.	June 4, 1913 Mar. 7, 1921
KARGE, FRITZ WILHELM. Designer, Eng. Dept., Union Oil Co. of California, 1304 Union Oil Bldg., Los Angeles, Cal		Mar. 7, 1921
KNOX, WILSON HOMER. Asst. Engr., Water Dept., City of Cleveland, 7605 Franklin Ave., Cleveland, Ohio		Mar. 7, 1921
LENERT, LOUVA GERHARD. Asst. San. Engr., U. S. Public Health Service, La Grange, Tex		Oct. 11, 1920
LEON, MILTON. Asst. City Engr., Severs Hotel, Muskogee, Okla		Mar. 7, 1921
MCCREA, CHARLES HAROLD. 1850 Railway Exchange Bldg., St. Louis, Mo.		Mar. 7, 1921
MERRILL, EDWIN CARLETON. Bldg. Contr. (B. J. Hines & Co.), 388 Main St., New Rochelle, N. Y		Mar. 7, 1921

ASSOCIATE MEMBERS—(*Continued*)

		Date of Membership.
Morrell, Ralph Leonard. 4200 Wilcox St., Chicago, Ill..	Jun. / Assoc. M.	Nov. 25, 1919 / Mar. 7, 1921
Peck, John Sanford. 403 West 115th St., New York City.	Jun. / Assoc. M.	Nov. 28, 1916 / Jan. 17, 1921
Peterson, Joseph Henry. Engr., George A. Fuller Co., 87 Ardale St., Roslindale, Mass		Mar. 7, 1921
Plaskett, Clyde Arthur. Asst. Engr., Forest Products, Forest Products Laboratory, U. S. Dept. of Agriculture, 416 North Frances St., Madison, Wis.		Jan. 17, 1921
Reagan, John Green. Asst. City Engr., City Hall, Cisco, Tex		Mar. 7, 1921
Robert, Lawrence Wood, Jr. Archt. and Engr. (Robert & Co.), Red Cross Bldg., Atlanta, Ga		Mar. 7, 1921
Sauer, Herbert Oswald. Chf. Draftsman, Elec. Eng. Dept., Consolidated Gas & Elec. Light & Power Co., Baltimore, Md		Mar. 7, 1921
Smith, Arthur Richards. Asst. Engr., Constr. Dept., Bureau of Tests, State Highway Comm., Box 279, Route D, Indianapolis, Ind		Oct. 11, 1920
Snow, Edward Cortlandt. Reservoir Supt., Elephant Butte Dam, U. S. Reclamation Service, Elephant Butte, *via* Engle, N. Mex..		Mar. 7, 1921
Spears, Charles Alvah. Vice-Pres. and Gen. Mgr., Spears-Wells Machinery Co., 6122 Lawton Ave., Oakland, Cal		Mar. 7, 1921
Tunis, Harry Ogle. Capt., Corps of Engrs., U. S. A., Headquarters, 16th Ry. Engr. Bn., Coblenz, Germany		Oct. 11, 1920
Van Ness, Russell Alger. Asst. Engr., Bridge Dept., A. T. & S. F. Ry., 1033 Railway Exchange Bldg., Chicago, Ill	Jun. / Assoc. M.	Dec. 6, 1915 / Mar. 7, 1921
Waugh, Edward Ardis. Mgr. of Constr., Milwaukee Bldg. Co., 315 Wright Callender Bldg., Los Angeles, Cal		Mar. 7, 1921
Williford, Carl Lex. Engr., The Texas Co., 4609 Rusk Ave., Houston, Tex		Mar. 7, 1921

ASSOCIATES

Ellis, William Henry. Pres. and Treas., W. H. Ellis & Son Co., 479 Meridian St., East Boston, Mass	Mar. 7, 1921
Fellows, Frank Shepley. Mgr., Cleveland Office, George A. Fuller Co., 1644 Ansel Road, Cleveland, Ohio	Mar. 7, 1921
Schneider, Edwin Wallace. Washington and Southern Mgr., The H. D. Watts Co., 1434 Harvard St., Washington, D. C	Mar. 7, 1921
Scott, Allan Ralph. Box 964, Roundup, Mont	Nov. 9, 1920
Seney, Howard Ignatius. Sales Engr., Toch Bros., 176 East 81st St., New York City	Mar. 7, 1921
Williams, Robert Kent. 671 Auburn Ave., Buffalo, N. Y	Oct. 11, 1920

JUNIORS

Arthur, Malcolm Boyd. Care, Fred T. Ley & Co., Inc., Lima, Peru	Jan. 17, 1921
Camp, Thomas Ringgold. Care, Nagle, Witt, Rollins Eng. Co., Box 8, Breckenridge, Tex	Mar. 7, 1921
Elkins, Samuel Sinclair. Hingham, Mass	Jan. 17, 1921
Germain, Eduardo, Jr. Pedro Montt 411, Valparaiso, Chile	Nov. 9, 1920
Harris, Jefferson Davis. Chf. Engr., Simms Oil Co., Shreveport, La..	Mar. 7, 1921
Hou, Chia-Yuen. Box 461, Pottstown, Pa	Mar. 7, 1921

JUNIORS—(*Continued*)	Date of Membership.
MEAD, HAROLD WASHBURN. Instrumentman, Mead & Seastone, 120 West Gorham St., Madison, Wis	Mar. 7, 1921
MORTENSON, CHARLES NELDON. With Utah State Road Comm., 244 West 4th St., Salt Lake City, Utah	Mar. 7, 1921
O'BRIEN, EDWARD CAREY. Asst. Engr., N. Y. C. R. R., 39 West 17th St., New York City	Mar. 7, 1921
PENNEY, NORMAN. Engr., James Stewart & Co., 30 Church St., New York City	Mar. 7, 1921
PHILLIPS, ROBERT JAMES. Care, Foreign Trade Dept., The Truscon Steel Co., 2 Rector St., New York City	Dec. 6, 1920
PODOLOFF, NATHAN. 550 West 153d St., New York City	Mar. 7, 1921
RICH, GEORGE ROLLO. Reinforced Concrete Designer, Stone & Webster, Inc., 12 Francis St., Worcester, Mass	Mar. 7, 1921
RUFF, CHARLES FREDERICK. 109 St. Marks Pl., New Brighton, N. Y.	Mar. 7, 1921
SAPH, AUGUSTUS VICTOR. 2230 Chapel St., Berkeley, Cal	Mar. 7. 1921
VAZQUEZ DEL MERCADO Y DE AGUILAR, FRANCISCO. Asst. Engr., Eng. Dept., Huasteca Petroleum Co., Box 963, Tampico (Res., 758 Madero Ave., Guadalajara, Jalisco), Mexico	Nov. 9, 1920
WALLACE, AARON VAN DUZER, JR. 665 West Front St., Cincinnati, Ohio	Nov. 9, 1920
WEISKOPF, WALTER HERBERT. Draftsman, Am. Bridge Co., 5217 Ridge Ave., Philadelphia, Pa	Mar. 7, 1921

REINSTATEMENTS

MEMBERS	Date of Reinstatement.
BARRALLY, THOMAS WEBSTER	Mar. 7, 1921
ASSOCIATE MEMBERS	
SHELLENBERGER, LEIDY RUDY	Mar. 7, 1921

DEATHS

BRENTON, WILLIAM HENRY. Elected Member, April 18th, 1916; died February 11th, 1921.

BURKE, JOHN RYAN. Elected Member, September 12th, 1916; died April 27th, 1920.

LUCAS, EUGENE WILLETT VAN COURT. Elected Associate Member, April 3d, 1895; Member, September 5th, 1900; died March 8th, 1921.

MARTIN, WISNER. Elected Junior, May 3d, 1892; Associate Member, July 3d, 1895; Member, May 1st, 1901; died May 24th, 1919.

SAMUELSON, BERNHARD MARTIN. Elected Member, March 11th, 1919; died February 20th, 1921.

TOMKINS, CALVIN. Elected Associate, January 6th, 1886; died March 13th, 1921.

Total Membership of the Society, April 7th, 1921, 9 971.

Vol. XLVII. APRIL, 1921. No. 4.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

CONTENTS

DISCUSSIONS AND MEMOIRS READY FOR DISTRIBUTION

For Index to all Papers, the discussion of which is current,
see the back of the cover

VOL. XLVII. APRIL, 1921. No. 4.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

SYNOPSES OF PAPERS

A STUDY OF STREAM FLOW: A COMPARISON BETWEEN THE FLOW AS OBSERVED AT TWO SEPARATE POINTS ON THE KERN RIVER, CALIFORNIA*

By H. W. Dennis,† M. Am. Soc. C. E.

Synopsis.

In this paper the writer undertakes to show the results of a rather extended study of the flow of the Kern River in the State of California, wherein it was desired to make use of a long period of observations of stream flow taken on this

* This paper will not be presented at any meeting of the Society, but written communications on the subject are invited for distribution and publication with the paper in *Transactions*.

† Los Angeles, Cal.

REQUEST FOR PAPERS

Place a cross in the square opposite the Paper or other matter desired, sign, and mail to: Secretary, American Society of Civil Engineers, 33 West 39th Street, New York City.

........................1921

PAPERS

Please send me the Paper indicated below, *also all future discussion on same:*

21-D "A Study of Stream Flow", H. W. Dennis........................ ☐

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river at a point where the water is diverted for irrigation purposes, and to apply these records to a point about 75 miles distant on the same river where it was contemplated to divert the water for power purposes. Before the power development could proceed, and, in fact, before its desirability could definitely be established, it was necessary to establish the probable performance of the plant, not only for the proper design of the structures, but for the determination of the probable output in relation to the anticipated cost. This is the same problem always encountered when any development of magnitude is contemplated, either in hydro-electric power or in irrigation, for in any such anticipated work the two things which must be predicted are: First, the cost of the work, and, second, its performance.

The writer undertakes to show that the Kern River, which is a typical Southern California stream, has entirely different characteristics during different periods of the year, and that the direct comparison of stream flow between two points must take into consideration the variation in stream characteristics throughout the year, or else the results obtained will lead to erroneous conclusions. He also undertakes to show that without consideration of these variable characteristics the resulting computations of low-water run-off, during the period when the river is not supported by storm, will be too high, and that the conclusions as to run-off during the period when the stream is supported by the water from melting snow will be too small. If these conclusions are substantiated, he will show that the results from the application of ordinary methods will be misleading not only as to the question of the cost of work and the design of the structures, but as to the performance on completion.

Members who desire a copy of this paper in full are requested to fill out the order blank and forward it to the office of the Secretary. The paper contains 16 pages, including 1 table, and is illustrated by 16 diagrams.

PAPERS FOR DISTRIBUTION

"A STUDY OF STREAM FLOW: A COMPARISON BETWEEN THE FLOW AS OBSERVED AT TWO SEPARATE POINTS ON THE KERN RIVER, CALIFORNIA." H. W. DENNIS.

CURRENT PAPERS AND DISCUSSIONS

"**Bank Protection and Restoration: A Problem in Sedimentation.**" W. C. CURD.........Oct., 1920
Discussion. (Author's closure.)..Jan., Apr., 1921

"**Creeping of Railroad Rails.**" J. A. L. WADDELL..Oct., 1920
Discussion. (Author's closure.)................................Dec.. 1920, Jan., Apr., 1921

"**Notes on Impact.**" F. W. GARDINER...Nov.. 1920
Discussion. (Author's closure.)..Apr., 1921

"**Control of Flood and Tidal Flow in the Sacramento and San Joaquin Rivers, California.**" C. S. JARVIS..Jan., "

"**Parabolic Weirs.**" F. W. GREVE..Jan., "

Progress Report of the Special Committee to Codify Present Practice on the Bearing Value of Soils for Foundations, etc...Feb., "

"**The Flow of Liquids Through Short Tubes.**" WINSLOW H. HERSCHEL....................Mar., "

PROCEEDINGS

OF THE

AMERICAN SOCIETY

OF

CIVIL ENGINEERS

VOL. XLVII—No. 5

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May, 1921

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OF THE

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OF

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(INSTITUTED 1852)

VOL. XLVII—No. 5.

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CONTENTS

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Vol. XLVII. MAY, 1921. No. 5.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PROCEEDINGS

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS
OF THE SOCIETY

FIFTY-FIRST ANNUAL CONVENTION HELD IN HOUSTON, TEX., APRIL 27th-30th, 1921.

FIRST SESSION*

Wednesday, April 27th, 1921.—The meeting was called to order in the Rice Hotel, Houston, Tex., at 10 A. M.; J. H. Brillhart, M. Am. Soc. C. E., President of the Texas Section of the Society, presiding; Herbert S. Crocker, Acting Secretary; and present, also, 296 members and guests.

Addresses of welcome were made by the Hon. Pat M. Neff, Governor of Texas, and by Mayor Holcombe of Houston. Speaking for the local engineers, E. E.

* For the Report in full of this meeting, see p. 465.

Sands, M. Am. Soc. C. E., read a description of the public works and industrial developments of Houston and vicinity.*

President Webster responded to the addresses of welcome and, after brief remarks by E. B. Cushing, M. Am. Soc. C. E., Chairman of the Local Committee of Arrangements, delivered the Annual Address.†

A motion by Arthur P. Davis, Past-President, Am. Soc. C. E., extending a hearty invitation to all the citizens of the vicinity, and especially engineers, to attend the sessions of the Convention, was duly seconded and unanimously carried by a rising vote.

President Webster took the chair. The Acting Secretary read a report of the Alfred Noble Memorial Committee‡ which, on motion duly seconded and carried, was received, announced the election and transfer of members by the Board of Direction on April 25th, 1921,§ and read the list of deaths.‖

President Webster announced the recent action of the Board of Direction in regard to the following: Change in the method of publishing papers and discussions; appointment of a Committee to Promote the Technical Interests and Activities of the Society; and the work of the Committee on Research.¶

On motion, duly seconded, it was voted to defer the consideration of the report of the Committee on Referred Amendments to the Constitution which was presented by its Chairman, until the afternoon session of the Business Meeting. A motion to adopt the report was made and seconded, but action was deferred.

The meeting recessed to meet at 2 P. M.

SECOND SESSION—BUSINESS MEETING

Wednesday, April 27th, 1921.—The meeting was called to order at 2.20 P. M.; President George S. Webster in the chair; Herbert S. Crocker, Acting Secretary; and present, also, about 220 members and guests.

The Acting Secretary read the resolutions regarding the proposed revised Constitution which had been passed by Local Sections of the Society and sent to the Convention by the Louisiana Section, the Illinois Section, the Spokane Section, the New York Section, the San Francisco Section, and the Cincinnati Section. He also read a letter from Edward W. Howe, M. Am. Soc. C. E., proposing changes in the figures for compounded dues in the proposed new Constitution, Article IV, Section 5. The question was raised as to the number of members of the Society who had been present at the various Local Section meetings when action was taken, and the available information was presented to the Convention.

George G. Anderson, M. Am. Soc. C. E., moved a substitution for the proposed form of Article I, Section 3, stating the objects of the Society. After a discussion of parliamentary procedure, Mr. Anderson's motion was discussed by Messrs. Taylor, Norcross, Hidinger, Grunsky, Coleman, Chester, Davis, Stuart, and Nagle, and was lost by an "aye" and "no" vote.

* See p. 467.

† Printed on pages 43 to 53 of Papers and Discussions.

‡ See p. 475.

§ See p. 476.

‖ See p. 476.

¶ See p. 476.

A correction* to Article VII, Section 3, in the proposed new Constitution, on motion, duly seconded, and with the assent of members of the Committee, was authorized by an "aye" and "no" vote.

A proposal to amend Article VII, Section 1, by omitting the provision that members not residing in North America shall be allocated to District No. 1, was made by J. N. Chester, M. Am. Soc. C. E., and discussed by Messrs. Junkersfeld, Williams, O'Hearn, Humphrey, Henny, Crocker, Chamblin, and Estes, but no action was taken, a motion to that effect being considered to be out of order.

After discussion regarding parliamentary procedure, a motion to accept the report of the Committee on Referred Amendments submitting the proposed revised Constitution and discharge the Committee was postponed until the provisions of the revised Constitution could be discussed.

A motion to revise the wording of the second paragraph of Section 9, Article VII, of the Constitution as proposed was made by Gardner S. Williams, M. Am. Soc. C. E., duly seconded, discussed by Messrs. Junkersfeld, Crocker, Sands, Butler, Bantel, Bartlett, and Williams, and was lost by an "aye" and "no" vote.

Mr. Chester moved that the Convention, as the sense of the meeting, instruct the Committee on Referred Amendments to omit the provision for allocating members not residing in North America to District No. 1. This motion was discussed by Mr. Taylor, and failed to carry.

Motions to adopt the proposed revised Constitution and By-Laws, with the amendments, were duly seconded and carried, the report of the Committee on Referred Amendments was approved, and that Committee was discharged with the thanks of the Society for its excellent work.

On motion, duly seconded and carried, the Chair was authorized to appoint a committee of three to prepare suitable resolutions to express the gratitude of the members to the Local Committee for the entertainment provided at the Convention. President Webster subsequently appointed Messrs. Gardner S. Williams and H. S. Crocker, Members, Am. Soc. C. E., and Arthur N. Talbot, Past-President, Am. Soc. C. E., as such Committee, and the resolutions† were transmitted as instructed.

Adjourned.

May 4th, 1921.—The meeting was called to order at 8.10 P. M.; Director John P. Hogan in the chair; J. P. J. Williams, Assoc. M. Am. Soc. C. E., acting as Secretary; and present, also, 121 members and guests.

The minutes of the meeting of April 6th, 1921, were approved as printed in *Proceedings* for April, 1921.

Announcements regarding a letter-ballot‡ by the Board of Direction for Secretary of the Society which was canvassed on April 25th, 1921, and of the election on the following day of Elbert M. Chandler, M. Am. Soc. C. E., as Acting Secretary, were made.

The Chairman introduced the speaker of the evening, Ernest E. Howard, M. Am. Soc. C. E., of Kansas City, Mo. Mr. Howard presented a paper entitled "Vertical

* See p. 491.
† See p. 507.
‡ See p. 447.

Lift Bridges" and described in detail, by the use of an exceptionally complete set of lantern slides, the development of the lift bridge, including general elements and modifications of design, and typical examples of bridges with lifting spans, lifting decks, and a commbination lifting span with lifting deck. The subject was discussed by Messrs. D. B. Steinman, S. Hardesty, T. Kennard Thomson, and Thomas E. Brown.

The following deaths were announced:

George Pierrepont Bland, of Philadelphia, Pa., elected Junior, April 7th, 1875; Member, May 4th, 1881; died April 18th, 1921.

Samuel Everett Tinkham, of Boston, Mass., elected Member, March 2d, 1892; died April 21st, 1921.

Preston King Yates, of New York City, elected Junior, June 6th, 1883; Member, April 5th, 1893; died April 22d, 1921.

Adjourned.

ELECTIONS AND TRANSFERS BY THE BOARD OF DIRECTION, APRIL 25TH AND 26TH, 1921

Elected as Members

Duff Andrew Abrams, Chicago, Ill.
John Carl Amis, East Tawas, Mich.
Edward Robert Armstrong, Wilmington, Del.
James Frank Barber, Philadelphia, Pa.
Basil Condon Battye, Rupar, Punjab, India
Charles Calvin Burgess, Pittsburgh, Pa.
Charles Weedon Cochran, Camp Benning, Ga.
Oscar Frederick Dalstrom, Chicago, Ill.
Fred Reed Dungan, Boulder, Colo.
Alexander Gibb, London, England
Eoline Richmond Hand, Washington, D. C.
Harold Jay Harder, Paterson, N. J.
Clark Ellsworth Jacoby, Kansas City, Mo.
John Patrick Kelly, Buffalo, N. Y.
Edward Abner May, Patchogue, N. Y.
Edmund Frederick Petersen, Texarkana, Ark.
Kingsbury Sanborn, Riverside, Cal.
Philip Sawyer, New York City
William Henry Smith, Cleveland, Ohio
August Verner Hugo von Heidenstam, Shanghai, China
Hans Gotthard Wachtmeister, Malmo, Sweden
Philip Albert Welker, Washington, D. C.

Elected as Associate Members

John Joseph Blacker, New York City
Robert Blemker Brooks, St. Louis, Mo.
Ward Phelps Christie, Washington, D. C.
Albert Brett Clunan, New York City

Frank Bigelow Cook, Jr., Oakland, Cal.
John Leflore Cummings, Meridian, Miss.
Henry Hyman Damon, Roxbury, Mass.
Mortimer Levering Diver, San Antonio, Tex.
Charles Putnam Dunn, Seattle, Wash.
Ernest Werner Eichelberg, Washington, D. C.
Carl Stephens Ell, Boston, Mass.
Norval Enger, Ephrata, Wash.
John Wyckoff Fenton, Philadelphia, Pa.
Vilhelm Flindt, Storm Lake, Iowa
Otto Gaertner, New York City
Loran De Lancy Gayton, Chicago, Ill.
Jacob Michael Gray, New York City
Clifford Aylward Hahn, Boston, Mass.
Mark Arthur Hammond, Newark, N. J.
Joseph Washburn Hawkins, Atlanta, Ga.
Jean Hodgkins Hawley, Washington, D. C.
Benjamin John Hickey, New York City
Walter Berkeley Hinkle, Echo, Ore.
Alva Earl Home, Belleville, Kans.
Charles Haskill Ingle, Philadelphia, Pa.
Nicholas Michael Isabella, Milwaukee, Wis.
Frederick Carlyle James, Roanoke, Va.
James Mount Johnson, San Antonio, Tex.
Theodore Reed Kendall, South Nyack, N. Y.
William Daniel Kramer, Scarborough, N. Y.
Herman Fox Lame, Jersey City, N. J.
Columbus Grant Landon, Oklahoma City, Okla.
Harry Edmund Lindley, Atlanta, Ga.
Gabriel Emanuel Lund, Cayo Mambi, Oriente, Cuba
William George Lutz, Brooklyn, N. Y.
George Carl Mattison, Washington, D. C.
Augustus Bradford Merry, Cleveland, Ohio
Frank Bernard Miller, Cleveland, Ohio
Walter Grady Miller, Moultrie, Ga.
Allen Walter Mosley, Stanberry, Mo.
Senichiro Nakakura, Tokyo, Japan
Floyd Reed Naylor, Dallas, Tex.
Floyd Peter Obee, Toledo, Ohio
Raymond O'Donnell, State College, Pa.
Roger Williams Parkhurst, New York City
Armando Carlos Pradas de Latorre, Camagüey, Cuba
Robert Wilson Reed, Buffalo, N. Y.
John Augustine Rowe, Kokomo, Ind.
George Henry Russell, Lamar, Colo.
Oliver Jay Schieber, Big Creek, Cal.
Frank Alexander Schmidt, Chester, Pa.

Thomas Scott, Atlanta, Ga.
Paul Gladstone Shanor, Midland, Pa.
George Eldridge Skillman, Jr., New York City
Raphael Valentin Sorondo, Havana, Cuba
William Alva Stewart, Akron, Ohio
Ried Herrick Stone, Wilmette, Ill.
Edward Jussley Thomas, Wilmington, Del.
Lee Smith Trainor, Centralia, Ill.
William Foster Trimble, Jr., Pittsburgh, Pa.
John Douglas Waldrop, Greensboro, N. C.
Charles Johnson Ward, Columbus, Ohio
Lewis Clement Waterbury, Tompkinsville, N. Y.
George Jay Watson, Elmira Heights, N. Y.
John James Wheat, Beaumont, Tex.
John Joseph White, Harriman, Pa.
Joseph Gustavus Wilburn, Atlanta, Ga.
Harrison Walter Wilkison, Dwight, Kans.
George Walter Garnham Williams, Durban, Natal, South Africa
Stanley Neale Williams, Westfield, N. J.
Ray Bonner Worthy, Rancagua, Chile
William Zimmerman, Thurber, Tex.

Elected as Juniors

Benjamin Harrison Christopher, Jr., New York City
John Singleton Green, Jr., Manchester, England
Earl Oscar Heaton, Washington, D. C.
Dudley Harwood Jones, Shawnee, Okla.
George Kleinknecht, West New York, N. J.
Maurice Albert Levy, Ambridge, Pa.
Frederick Warren Look, Kingston, N. Y.
William Mills McDowell, Little Rock, Ark.
Payson Austin Perrin, Worcester, Mass.
William Spivak, Brooklyn, N. Y.

Transferred from Associate Member to Member

Horace Francis Anthony, Detroit, Mich.
Frank Charles Boes, East Aurora, N. Y.
Jules Rowley Breuchaud, New York City
Henry Edward Coane, Melbourne, Victoria, Australia
Frederick Hosmer Cooke, Washington, D. C.
Theodore Stuart DeLay, Creston, Iowa
William Claney Edgar, Pittsburgh, Pa.
Frederick William Epps, Topeka, Kans.
Harry Bayard Friedman, Fort Worth, Tex.
Willis George Frost, Redwood City, Cal.
E. Ray Griffin, Mandan, N. Dak.
Hubert Harry Hall, San Francisco, Cal.

Frederick Nathaniel Hatch, New York City
Warren Byron Keim, Harrisburg, Pa.
Walter Joseph Knight, St. Louis, Mo.
Homer Virgil Knouse, Omaha, Nebr.
Clarence Edward Long, Pittsburgh, Pa.
John Orr MacFeeters, Glen Ridge, N. J.
John Douglas Matheson, Yonkers, N. Y.
Dalton Moomaw, South Bend, Ind.
Archibald E. Palen, Denver, Colo.
Allen Jeter Saville, Richmond, Va.
Arthur Vall Spinosa, Braddock, Pa.
Harry Seel Stanton, Wilmington, Del.
Horace Stringfellow, Washington, D. C.
Walter Ward, King Hill, Idaho
Ralph Mervine Warfield, Santo Domingo, Dominican Republic
Albert Jones Willis, Brookings, S. Dak.
James Baker Woodson, Fresno, Cal.

Transferred from Associate to Member

John Cresson Trautwine, Jr., Philadelphia, Pa.

Transferred from Associate to Associate Member

Jesse Herbert Libberton, New York City

Transferred from Junior to Associate Member

William Trenholm Hopkins, Philadelphia, Pa.
Harold Stephens Hutton, Pittsburgh, Pa.
Raymond Matthew, San Francisco, Cal.
Frederick Thurlough Morse, Topeka, Kans.
Roland August Muenster, Brownsville, Tex.
Armando de Arruda Pereira, Santos, Brazil
Albert Bruce Puddicombe, Shanghai, China
Reuben Benjamin Sleight, Laingsburg, Mich.
David Lindsay Struthers, Wilmington, N. C.
Stacey Harrison Widdicombe, Phœnixville, Pa.

OF THE BOARD OF DIRECTION

(Abstract)

April 25th, 1921.—The Board reconvened at 10.07 A. M., at the Rice Hotel, Houston, Tex.; President Webster in the chair; H. S. Crocker, Acting Secretary; and present, also, Messrs. Anderson, Brown, Cummings, Darrow, Davis, Grunsky, Henny, Hovey, Hoyt, Hudson, Humphrey (came in at 10.45), McConnell, Pegram, Talbot, and Wall.

The minutes of the meetings of the Board of Direction of March 7th and 8th, 1921, were approved. Later in the meeting, on motion of Director Humphrey, the Acting Secretary was instructed to include in the minutes of the Board of Direction of March 7th, 1921, a statement by Acting Chairman Humphrey of the Publication Committee regarding the saving* effected by receiving bids on the Year Book of 1921.

Past-President Davis moved that the Board proceed with the regular order of business. The motion was seconded by Director Henny and carried.

The President appointed Messrs. Grunsky and Hudson as Tellers to canvass the Membership Ballot. The Tellers subsequently reported and the President declared the election of candidates.†

REPORT OF LIBRARY COMMITTEE.

The Acting Secretary read the following report of the Library Committee:

"APRIL 18th, 1921.

"TO THE BOARD OF DIRECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS:

"Your Committee has held one meeting since the March 7th Board Meeting.

"The request of Secretary Flinn of Engineering Foundation that a set of *Transactions* as nearly complete as can be furnished by the Society, be forwarded free of charge to the University of Louvain, Belgium, was acceded to. These volumes will be forwarded without charge for carriage by the Smithsonian Institution.

"The membership of this Society in the Permanent International Association of Navigation Congress which permits the nomination by the Society of an 'Official Delegate', was continued.

"Consideration was had of several requests for exchange, together with other routine matters.

"Respectfully submitted,

"FRANCIS LEE STUART,
"Chairman.

On motion, duly seconded, this report was adopted and ordered filed.

REPORTS OF COMMITTEE ON SPECIAL COMMITTEES.

Chairman Davis, of the Committee on Special Committees, reported on the three following subjects:

(*a*) Committee on Education:

"This Society formerly appointed a Committee on Technical Education, which reported and was discharged. Its work was valuable, and no need is seen for another committee to cover the same field.

"Developments of the past few years, however, have shown the need of extending and co-ordinating activities in the field of industrial education and training,

* This amount stated to be $1,115.42.

† See p. 448.

and this need has been recognized by the American Society of Mechanical Engineers by the appointment of a committee for this purpose. Engineering Foundation is also investigating the subject.

"We believe it would be wise to appoint a small committee with broad powers to consider the subject, and at its discretion to co-operate with similar committees of other Societies.

(Signed) "George H. Pegram,
"A. P. Davis."

This report was discussed by Vice-President Cummings and Past-Presidents Pegram and Davis, and on motion of Mr. Davis, duly seconded, it was approved, and the President was authorized to appoint a committee of three.

(*b*) Valuation of Public Utilities:

"The Committee on Special Committees has considered the subject of the appointment of a Committee on Valuation of Public Utilities, which the Board referred to it, and has corresponded with members of the former Committee on the subject, and has to recommend that no committee on that subject be appointed at the present time. The former report is the product of a large amount of labor, and great skill, and no good purpose would be served by now going over the whole field anew.

(Signed) "George H. Pegram,
"A. P. Davis."

On motion, duly seconded, this report was unanimously approved.

(*c*) Appropriation for Committee on Bearing Value of Soils for Foundations, etc.:

"The question of an appropriation for the expenses of the Committee on the Bearing Value of Soils has been considered by this Committee, and it recommends that the Board of Direction authorize an appropriation of $2 000 for the year 1921, or so much thereof as may be necessary for the use of the said Committee, on the approval by the Committee on Special Committees of a budget to be submitted by the Chairman of the Committee on the Bearing Value of Soils.

(Signed) "George H. Pegram,
"A. P. Davis."

Vice-President Cummings moved the acceptance of the report and the appropriation of the $2 000 to the Committee. This motion was seconded by Director Hudson, and after discussion by Messrs. Henny, Talbot, Davis, Grunsky, and Anderson, as well as the Acting Secretary, was unanimously carried.

Letter-Ballots for Secretary.

The President, as Chairman of the committee, consisting of the President and Past-Presidents who are members of the Board of Direction, which was appointed to investigate the available candidates for Secretary, reported that it had issued a letter-ballot for Secretary, which was canvassed by the Committee on April 2d, 1921, with the following result:

For N. C. Grover: Messrs. George G. Anderson, Baxter L. Brown, Willard Beahan, A. P. Davis, C. E. Grunsky, D. C. Henny, Clemens Herschel, John C. Hoyt, A. M. Hunt, Ira W. McConnell, A. N. Talbot, Edward E. Wall, and George S. Webster—13.

For H. S. Crocker: Messrs. George H. Clark, F. S. Curtis, Robert A. Cummings, C. C. Elwell, F. T. Darrow, Carleton Greene, John P. Hogan, C. W.

Hudson, J. S. Langthorn, John A. O'Connor, George H. Pegram, and Francis Lee Stuart—12.

For William Greene Atwood: Mr. O. E. Hovey—1.

The President further presented the ballots received by him, constituting the second letter-ballot issued by the Committee to be canvassed on this date.

Messrs. Cummings and Hoyt were appointed as Tellers to canvass these ballots, the result of which was reported as follows:

For N. C. Grover: Messrs. Willard Beahan, Baxter L. Brown, A. P. Davis, C. E. Grunsky, D. C. Henny, Clemens Herschel, O. E. Hovey, John C. Hoyt, I. W. McConnell, Edward E. Wall and George S. Webster—11.

For H. S. Crocker: Messrs. John W. Alvord, George H. Clark, Robert A. Cummings, Fayette S. Curtis, F. T. Darrow, C. C. Elwell, John P. Hogan, C. W. Hudson, J. S. Langthorn, J. A. O'Connor, George H. Pegram, and Francis Lee Stuart—12.

For William Greene Atwood: Mr. George G. Anderson—1.

For E. T. Howson: Mr. A. N. Talbot—1.

The President declared the ballot inconclusive, no one having received the 16 votes necessary to election.

On motion, duly seconded, the election of Secretary was made the order of business at 10 o'clock of the following day.

Later, an additional ballot was received from Vice-President A. M. Hunt for William Greene Atwood as Secretary, and the foregoing count was changed to show that two votes had been cast for Mr. Atwood.

A ballot received later from Director Carleton Greene for H. S. Crocker as Secretary was, by subsequent action, laid on the table.

Representatives on Library Board.

The Acting Secretary reported the appointment by President Webster, in accordance with authority granted at the meeting of March 7th, 1921, of four representatives of the Society on the Library Board of the United Engineering Society, as follows:

C. J. Tilden............	for 4-year	term	(ending	December	31st,	1924)
M. E. Cooley............	" 3- "	"	("	"	"	1923)
Robert A. Cummings....	" 2- "	"	("	"	"	1922)
Francis Lee Stuart	" 1- "	"	("	"	"	1921)

The Acting Secretary reported for the information of the Board the payment by him to Mr. J. Parke Channing of the sum of $2 750 in reimbursement for funds advanced for certain activities of Engineering Council, receipt of which has been duly acknowledged by Mr. Channing.

The Acting Secretary further reported the adoption of the following resolution by the Governing Board of the United Engineering Society at its meeting of March 24th, 1921:

"*Whereas,* By action of the Trustees of United Engineering Society at a meeting December 19th, 1919, it was determined that each Founder Society should have an annual credit of 4% on $262 500, from February 1st, 1920, until further action by the Trustees of United Engineering Society, and

"Whereas, The rate of interest so fixed is now very low, and

"Whereas, Income to be derived from the Founder Societies for the use of space in the building for which no assessments have heretofore been levied, will permit the paying of a higher rate of interest; therefore, be it

"Resolved: That from and after April 1st, 1921, until further action of the Trustees of United Engineering Society, each Founder Society be paid interest at the rate of 4.8% per annum, on the sum of $262 500 provided by it toward the cost of the property of United Engineering Society; that is, $12 600 per annum."

The Acting Secretary explained that the foregoing action would result in an annual saving to the Society of $550 as compared with assessments for the preceding year.

Committee on Military Affairs Proposed.

The Acting Secretary reported the receipt of a letter from R. D. Coombs, M. Am. Soc. C. E., suggesting the desirability of the appointment of a committee "charged with the duty of reporting on, or continuously assisting toward, the proper relation of the engineer to the War Department, and with particular reference to the Officers Reserve Corps." The Acting Secretary further explained the desirability of a Military Committee in connection with the editing of the Honor Roll for its final publication in *Transactions.*

This matter was, on motion of Director Humphrey, seconded by Director Hudson, and carried, referred to the Committee on Special Committees for recommendation to the Board.

Plan for Table of Constants Endorsed.

The Acting Secretary presented a letter of date of April 2d, 1921, from Vice-Chairman A. D. Flinn, of the Division of National Research Council, reciting the efforts of Council in the compilation and publication of a volume in English of a table of physical and chemical constants, and requesting the endorsement and moral support of the Society.

Director Humphrey moved the following, which was duly seconded and carried unanimously:

"Resolved: That the American Society of Civil Engineers endorses the compilation and publication of a volume of critical tables of physical and chemical constants and other data, in accordance with a plan formulated by the National Research Council on October 2d, 1919."

Delegates to Engineering Conference.

In accordance with the action of the Board of Direction at its session of March 7th, 1921, the President reported the appointment of Charles T. Main, M. Am. Soc. C. E., to represent the Society at the Engineering Conference to be held in London, England, on June 29th, 1921, and action was taken in regard to the appointment of Vice-President Cummings and Director Henny as additional representatives, with Mr. Main as Chairman of the delegation.

The delegates so appointed were instructed to present appropriate greetings of the Society to both the Institution of Civil Engineers and the Société des Ingénieurs Civils de France.

COMMITTEES ON UNIVERSAL CODE OF ETHICS AND COMPENSATION.

The Acting Secretary reported for the information of the Board the appointment by the President of Vice-President Hunt and Director Elwell as a Committee to act with the Committee of the American Society of Mechanical Engineers in the preparation of a Universal Code of Ethics common to all engineers and architects; also, the appointment of Messrs. J. C. Hoyt, O. C. Merrill, and W. E. Rolfe, as a Committee on Compensation of Engineers. Subsequently, the latter Committee made the following report:

"APRIL 20th, 1921.

"THE PRESIDENT,
AMERICAN SOCIETY OF CIVIL ENGINEERS:

"SIR.—Your Committee appointed to make recommendations to the Board relative to proper action in regard to the report of Engineering Council's Committee on Classification and Compensation of Engineers dated December 15th, 1919,* reports as follows:

"We have made a study of the report in question in connection with other reports on this subject. We find that the conclusions reached by Engineering Council's Committee agree in the main with those reached by others who have studied the question and we believe that their conclusions are generally applicable to all branches of Civil Engineering. We, therefore, recommend:

"(1) That the Board of Direction of the American Society of Civil Engineers endorse the classification presented by Engineering Council's Committee, as in its judgment generally applicable to all branches of engineering.

"(2) That it approve the proposed salary schedule, not as an inflexible standard, but as indicative of the proper salary relation between the several grades of the classification; as proposing minima for the several grades which under ordinary circumstances are the least that can be considered reasonable and just, and as providing sufficient range between minima and maxima for making adjustments to suit variations in living conditions, kind of work, and character of service, and for permitting adequate salary advances within the grades themselves.

"(3) That copy of these recommendations together with the classification and the salary schedules be transmitted to the membership of the Society, to the engineering press and to the American Engineering Council with the recommendation that the classification be adopted in connection with their several employment services.

(Signed) "O. C. MERRILL,
"JOHN C. HOYT,
"W. E. ROLFE."

Director Brown moved that the report be received, its recommendations be approved, and that the Committee be discharged. This motion was seconded by Director Anderson and unanimously carried.

The Secretary read a report from the Alfred Noble Memorial Committee.†

On motion of Director Humphrey, duly seconded and carried, this report was received and ordered reported to the Business Meeting of the Annual Convention on April 27th, 1921.

DELEGATES AND REPRESENTATIVES.

The Acting Secretary reported that Messrs. William Easby, Jr., Benjamin Franklin, and John Meigs had been appointed by President Webster and had served as delegates of the Society to the Twenty-fifth Annual Meeting of the American Academy of Political and Social Science held in Philadelphia, Pa., on May 13th and 14th, 1921.

* For this report see *Proceedings*, Am. Soc. C. E., January, 1920, p. 42.

† See p. 475.

A report from Robert Isham Randolph, M. Am. Soc. C. E., who had attended the National Construction Conference in Chicago, Ill., on March 2d and 3d, 1921, as a representative of this Society, was received and, on motion, duly seconded, ordered filed.

The Acting Secretary reported the acceptance by Past-President Chas. D. Marx of his reappointment as representative of the Society on the Washington Award Commission for the term from June 1st, 1921, to June 1st, 1923.

Action was taken in the reappointment of President George S. Webster as one of the representatives of this Society on the Division of Engineering of the National Research Council.

New York State License Law.

The Acting Secretary presented a communication from William J. Wilgus, M. Am. Soc. C. E., of date of April 15th, 1921, in relation to action of the Legislature of the State of New York in the passage of a bill for the Licensing of Engineers, suggesting reconsideration of the provisions of the "Uniform Law" recommended by Engineering Council in 1920, and an effort to determine by secret ballot the sentiments of the members of the Society regarding the practicing of engineering in the State of New York by corporations and unrestricted partnerships composed in part of non-engineers. This communication was accompanied by a copy of a letter of date of April 14th, 1921, to the Governor of the State of New York requesting his veto of the bill to amend the existing Professional Engineers' License Law, signed by William J. Wilgus, *et al.**

The subject was discussed by Messrs. Davis, Crocker, Pegram, Humphrey, McConnell, and Talbot.

Director Hudson offered the following resolution:

"*Resolved:* That it is the sense of the Board of Direction of the American Society of Civil Engineers that the granting of licenses to practice Engineering and Surveying should be limited to qualified Professional Engineers and Surveyors and associations composed solely of qualified Professional Engineers and Surveyors, and be it

"*Further Resolved:* That a copy of this resolution be forwarded by the Secretary to the Hon. Nathan L. Miller, Governor of the State of New York at Albany."

This resolution was seconded by Past-President Pegram.

Discussion was continued by Messrs. Hovey, Humphrey, McConnell, Hoyt, Pegram, Anderson, Talbot, and Henny.

Director McConnell offered the following substitute motion:

"That the whole matter be referred to a Committee of five to be appointed by the Chair to report at a future meeting."

This motion was seconded by Treasurer Hovey.

The substitute motion was then discussed by Messrs. Grunsky, Humphrey, Hudson, McConnell, Davis, Wall, Hovey, and Henny, and on vote by show of hands was carried by 9 "ayes" to 7 "noes".

The President subsequently appointed Messrs. Richard L. Humphrey, Chairman, Willard Beahan, Baxter L. Brown, Anson Marston, and Francis Lee Stuart, to serve on this Committee.

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* Extracts of this letter are reprinted on p. 533.

The Board considered the resignation of Rudolph P. Miller, M. Am. Soc. C. E., as Chairman of the representatives of the Society on the Joint Committee on Concrete and Reinforced Concrete.

On motion of Director Grunsky, seconded by Director Hudson, Mr. Miller's resignation was accepted and the President was authorized to appoint a substitute.

The Acting Secretary presented communications from Arthur S. Tuttle, M. Am. Soc. C. E., of date of March 11th and April 8th, 1921, concerning the need of funds for defraying the cost of a bust of the late Capt. James B. Eads, F. Am. Soc. C. E., to be placed by the University of New York in its Hall of Fame.

On motion of Director Humphrey, seconded by Past-President Davis, the Acting Secretary was instructed to publish in *Proceedings* an invitation for voluntary subscriptions from the membership.

Action was taken in the appointment of Charles L. Pillsbury, M. Am. Soc. C. E., as Delegate, and F. C. Shenehon, M. Am. Soc. C. E., as Alternate, to the Inaugural Exercises for the installation of Lotus Delta Coffman as President of the University of Minnesota.

The President was authorized to appoint a committee of three tc recommend to the Board the award of prizes for papers accepted and printed by the Society from the period of August, 1920, to May, 1921, inclusive.

The Acting Secretary presented a letter of date of February 26th, 1921, from J. H. Dodd, Assoc. M. Am. Soc. C. E., suggesting that applicants for Associate Membership be required to pass an examination before admission.

This matter was discussed by Messrs. Anderson, Hoyt, Humphrey, Cummings, and Wall, and Director Hoyt, moved:

"That the President be authorized to appoint a committee of three to formulate a plan for acting on applications for membership."

Vice-President Cummings seconded this motion, which was duly carried.

Action was taken in the matter of revising the regulations for the formation of Student Chapters to show a minimum requirement of twelve members in the initial organization.

Action of Local Sections on Revised Constitution.

The Acting Secretary presented resolutions adopted by the Spokane, Illinois, and Louisiana Sections, approving the draft of the proposed Constitution and By-laws as recommended by the Committee on Referred Amendments, and Director Grunsky further reported that the San Francisco Section had also approved such draft.

The Acting Secretary further presented a protest from the New York Section against the change proposed by the Committee in Article VII, Section 1, restricting District No. 1 to the limits of New York City.

On motion of Past-President Davis, seconded by Treasurer Hovey, this communication was referred to the Committee on Referred Amendments.

Action was taken in approving the change of the name of the Southern California Section to Los Angeles Section.

Resolutions were presented from the Duluth Section requesting that the Board of Direction return with the least possible delay to former practice in the publica-

tion of *Proceedings,* which, on motion, duly seconded, were referred to the Publication Committee.

Action Regarding Dates for Local Sections.

The Acting Secretary presented a request from the Cincinnati Section that the die for its letter-head be dated 1888, the date of its original organization, and stated that the Constitution of that Section was approved in 1920, but explained that the St. Louis and Cincinnati Associations of Members were in existence in 1888, although nothing appears in the Board records from June, 1888, to June, 1891, regarding them.

Director Humphrey moved that the Sections of the Society be considered as having their date of origin identical with the date of the approval of their Constitutions and By-laws by this Board, and that dies for their letter-heads be dated accordingly.

This motion was seconded by Director Henny and duly carried.

Action was taken in approving the Constitution of the proposed Kansas City Section.

Recess was taken at 6.45 P. M. until 9 A. M., April 26th, 1921.

April 26th, 1921.—The Board reconvened at 9.10 A. M., at the Rice Hotel, Houston, Tex.; President Webster in the chair; H. S. Crocker, Acting Secretary; and present, also, Messrs. Anderson, Beahan, Brown, Cummings, Darrow, Davis, Grunsky, Henny, Hovey, Hoyt, Hudson, Humphrey, McConnell, Pegram, Stuart, Talbot, and Wall.

Final Report of Joint Conference Committee.

Chairman Humphrey of the Joint Conference Committee presented a final report dated November 20th, 1920, which, on his motion, duly seconded and carried, was, after discussion, accepted. The accompanying accounts were approved and ordered paid, subject to audit by the Finance Committee.

The Secretary was ordered to have printed 1 000 copies in pamphlet form to be retained in the files of the Society to provide for future demands.

New Student Chapters.

Approval was given to the establishment of the following Student Chapters:

- The Cornell University Student Chapter,
- The California Institute of Technology Student Chapter,
- The University of Maine Student Chapter.

Approval was given to the formation of the following Student Chapters at such time as the initial dues shall have been paid:

- The University of Illinois Student Chapter,
- The University of Minnesota Student Chapter,
- The Oregon State Agricultural College Student Chapter,
- The Syracuse University Student Chapter.

Future Board Meetings.

Action was taken in fixing the following dates for Board meetings during the current year: Regular Quarterly Meetings: April 28th, June 6th, and October 10th, 1921; Intermediate Meetings: July 11th, September 12th, and November 21st, 1921.

Director Humphrey moved that when the meeting adjourn, it adjourn until 7.30 P. M., Thursday, April 28th, 1921.

New Acting Secretary Elected.

At 10 A. M., the matter of the Secretaryship having been made a special order of business, the Acting Secretary withdrew.

Director Humphrey was elected Secretary *Pro Tempore.*

A ballot was taken for Secretary, resulting in 13 votes for Nathan C. Grover and 5 votes for H. S. Crocker.

The President announced that there was no election.

Director Grunsky then presented a letter from Mr. Grover requesting that if there is no election of Secretary at the meeting of the Board to be held in Houston on or about April 25th, 1921, that his name be withdrawn, and that he be no longer considered as available for the position.

Director Grunsky then moved that the Board proceed to the election of a new Acting Secretary to assume his duties on May 11th, 1921.

Director Henny placed in nomination for Acting Secretary Elbert M. Chandler, M. Am. Soc. C. E., and addressed the Board advocating his election. This nomination was seconded by Past-President Davis, who recited his knowledge of the candidate.

Director Hudson placed in nomination the name of Herbert S. Crocker.

The President appointed Messrs. McConnell and Hudson as Tellers to canvass the ballots. The tellers announced that Mr. Chandler had received 13 votes and Mr. Crocker 5, upon which the President announced that a majority having voted in favor of Mr. Chandler, he is therefore elected Acting Secretary to take office on May 11th, 1921, subject to his acceptance.

The Acting Secretary was recalled at 10.45 A. M.

Publication of Biographical Sketch of Nominees for Office.

Consideration was had of a letter from Vice-President Cummings dated April 7th, 1921, suggesting that ballots for officers of the Society should contain biographical records of the several candidates.

The subject was discussed by Messrs. Grunsky, Cummings, Davis, Humphrey, McConnell, Anderson, and Talbot, and tentative motion was offered by Vice-President Cummings who accepted an amendment suggested by Past-President Davis, the motion taking the final form:

"*Moved:* That there be published in the *Proceedings* of the Society issued immediately after the nominations of the several candidates for office a biographical sketch of each candidate including his professional record, such sketch to be prepared for publication by the candidate himself."

This motion was seconded by Director Hudson, and carried.

Director Humphrey moved that when the Board recess, that recess be taken at 12 o'clock, and that the Board reconvene at 2 P. M.

Vice-President Wall reintroduced the subject of dates of organization and approval of Constitutions of Sections of the Society, and moved that in the Year Book and *Proceedings* the description of Local Sections be changed to eliminate the word "organized" and date of organization, and to substitute therefor the words "Constitution approved by the Board" followed by appropriate date.

This motion was seconded by Past-President Davis and unanimously carried.

REPORT OF PUBLICATION COMMITTEE.

Acting Chairman Humphrey of the Publication Committee presented the following report:

"APRIL 13TH, 1921.

"TO THE BOARD OF DIRECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS:

"Your Publication Committee has held three meetings since the last meeting of the Board, and reports the following matters:

"The Committee has carefully considered the advisability of the publication of a Professional Directory of Engineers (referred by the Board to your Committee in October, 1919, as a result of the resolution presented by Director Grunsky). All the Founder Societies circularized their Local Sections, and the results indicate that the sentiment is against the publication of such a directory. The consensus of opinion is that the cost of publication will be prohibitive, and that there is little demand from the membership in general. The American Society of Mechanical Engineers tabulated the replies from the Sections as follows:

	No. Local Sections	Replies.	In Favor.	Against.
Am. Soc. C. E.	30	12*	1	9
Am. Inst M. E.	22	5	0	5
Am. Soc. M. E.	43	10	0	10
Am. Inst. E. E.	40	9	0	9

* Two Sections deferred action.

"In view of the action of our own Sections in the matter, and the present high cost of printing, your Committee concurs in the sentiment against the publication of such a directory at this time.

"Your Committee would like to have a decision by the Board as to whether it is permissible to publish as a discussion a description of a patented device.

"Your Committee reports unfavorably upon the request for the reprinting of the paper 'The Structural Design of Buildings' by C. C. Schneider, and would like the Board's judgment as to whether or not the reprinting of important papers of this character is desirable, even at a probable loss. In this particular case, the cost of reprinting would be as follows:

Specifications (Pages 490 to 508, inclusive).

	300 Copies.	500 Copies.	1 000 Copies.
On No. 64 Bible Paper	$74.37	$82.37	$95.37
On Super Paper	77.87	88.37	106.37

Reprints of the Entire Paper.

On No. 64 Bible Paper	$522.81	$572.51	$675.11

"In accordance with instructions your Committee submits herewith samples of Junior cards, recommending that No. 1 be approved; this is to be a white card with rounded corners, engraved, printed with blue ink, with the year embossed in red in place of 'Expires——'.

"Your Committee has under consideration the matter of letter-heads for Student Chapters and Special Committees, and finds that the subject requires further careful study; it will make a report at the earliest possible moment.

"The Committee has under consideration the request of the New York Section that assistance be given in publishing the papers and discussions presented, and it is felt that this matter is so fundamental, and involves the principle of equitable treatment of all Sections, that your Committee deems it wise to refer it to the Board of Direction, with the request that they in turn refer it to the Committee on Technical Activities for report.

"The Committee recommends that the Preliminary List of Applications for Admission or Transfer to Membership be printed on the same paper as that used for the *Proceedings,* printing 50 copies on the same paper as now used for the Preliminary List, if necessary for use of the Board, thereby effecting a saving of upwards of $1 000.

"The Publication Committee recommends that the *Proceedings* be restored to their old form, *i. e.,* by publishing papers and discussions therein, using a 4½ by 7½-in., type page, at an estimated annual increased expense of about $6 500 over the cost of publishing the *Proceedings* in their present form.

"Respectfully submitted,

"A. M. Hunt,
"C. C. Elwell,
"C. E. Grunsky,
"C. W. Hudson,
"Richard L. Humphrey,
"Publication Committee."

Action was taken on the several items as follows:

(1) The recommendation against the compilation of a Professional Directory of Engineers was approved.

(2) Discussion developed that it was the sense of the Board that if a description of a patented device carries an undue amount of advertising, it shall not be published in the *Proceedings* and *Transactions.*

(3) Approval was given to the recommended form of membership card for Juniors.

(4) Action was taken in referring to the Committee on Technical Activities for consideration and recommendation the letter from the New York Section suggesting possibility of the publication by the Society of its papers and discussions in *Proceedings.*

(5) The recommendation that return be made to the publication of papers and discussions in *Proceedings* in the form suggested, was unanimously approved.

(6) It was decided that in the future, Preliminary Lists shall be printed on the same weight of paper used for *Proceedings,* with the page size as recommended by the Committee.

By action of the Board, the President was instructed to report to the Annual Convention the principal matters of interest to the members covered by action of the Board at this meeting.

Proposed Action Regarding Standard Contracts.

The Acting Secretary presented the following correspondence transmitted to him by Director Langthorn:

"April 23, 1921.

"To the Board of Direction,
American Society of Civil Engineers:

"Gentlemen.—In forwarding the attached letter from Mr. H. Eltinge Breed, Chairman of our Committee of Highway Engineering, in which he suggests that the Society take up the matter of bringing out a general form of contract standard clauses, I wish to heartily endorse his proposition.

"Unfortunately being unable to present this in person at the Houston meeting, I take this opportunity of recommending that a standing committee on Contract Forms be appointed with a limit of $1 000 for expenses. The work of the Committee can be accomplished mainly by correspondence.

"While there seems to be the greatest need in highway work, on account of the magnitude of the programme, for standard contract clauses, the value to general public works and also for private work should not be lost sight of.

"I believe that Mr. Breed has presented a constructive idea which can be developed with profit to our members and the public.

"Respectfully,
"J. S. Langthorn."

Mr. Breed's letter, referred to by Mr. Langthorn, is as follows:

"April 22, 1921.

"J. S. Langthorn, *Director*,
American Society of Civil Engineers,
2 West 45th Street, New York City.

"My Dear Mr. Langthorn.—From my experience in municipal, county, and village highway pavement work, there is great need for real information upon the general or standard form of contract with clauses for construction work. Most forms of contract have grown by accretion and are inadequate to the needs of the situation. Many of the demands in recent years have been met by clauses which have been added by attorneys who have had to protect the governing powers money with additional safeguards, due entirely to a wrong form of contract taken in the first instance by the engineer because it had been in use.

"Another need is due to the fact that our highway and paving programme is expanding so rapidly that many engineers who have not had full responsibility on projects have now found themselves in a position where it becomes incumbent upon them to provide a form of contract for construction work.

"If the Society could take up this topic and develop it so as to bring out a general form of contract with standard clauses it would, in my opinion, do a great work for men who are confronted with this new responsibility.

"Should this idea receive attention by the Society, I think it would help the general development of the subject if the committee that was appointed would confer with the organizations of the Highway Officials and such other engineers as are in a position to bring out the engineering side of the question and also with some organizations of contractors such as the Associated General Contractors of America.

"Hoping that this idea can be given due consideration and assuring you of my willingness to co-operate in any way, I am

"Very truly yours,
"H. Eltinge Breed,
Chairman, Committee of Highway Engineering,
American Society of Civil Engineers."

After discussion, the foregoing correspondence was, on motion of Director Humphrey, seconded by Past-President Pegram, referred to the Committee on Special Committees for its recommendation.

At 12 o'clock noon, recess was taken for luncheon.

The Board reconvened at 2.10 P. M., considered reinstatements and resignations, and recessed at 3.10 P. M. to meet as Membership Committee.

The Board reconvened at 10.45 P. M., at the conclusion of the meeting of the Membership Committee.

The report of the Membership Committee was presented.

On motion, duly seconded, the recommendations of this report, which were not read, were adopted as the action of the Board.*

Adjourned at 10.46 P. M., to meet at 7.30 P. M., April 28th, 1921.

April 28th, 1921.—The Board met at 7.40 P. M., at the Rice Hotel, Houston, Tex., at the time of the Annual Convention, as required by the Constitution; President Webster in the chair; H. S. Crocker, Acting Secretary; and present, also, Messrs. Anderson, Brown, Darrow, Davis, Grunsky, Henny, Hovey, Hoyt, Humphrey, Hudson, and McConnell.

On motion of Past-President Davis, duly seconded, unanimous action was taken in allowing mileage to the members of the Committee on Referred Amendments covering the meeting at Houston, Tex., on April 25th to April 27th, inclusive, 1921.

President Webster announced that he had received a telegram from Mr. Elbert M. Chandler accepting the position of Acting Secretary.

Director Grunsky moved "a vote of thanks and appreciation to Herbert S. Crocker for having, after his discharge from service in the Army, placed his services at the disposal of the Society as Acting Secretary."

This motion was seconded by Director Humphrey and unanimously carried.

Director Henny moved a vote of thanks to the Committee of the Board of Direction on arrangements for the Annual Convention for its efficient service in arranging the details necessary for the conduct of the Annual Convention.

This motion was seconded by Past-President Davis and unanimously carried.

Director Anderson addressed the Board on the subject of the desirability of the creation of a fund for the relief of members in financial distress due to age or unemployment.

The matter was further discussed by Messrs. Brown, Henny, Hoyt, and Humphrey, but no action was taken.

Adjourned, 8.30 P. M., to meet at 10 A. M., June 6th, 1921, at Society Headquarters, in New York City.

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* See p. 448.

FIFTY-FIRST ANNUAL CONVENTION, HELD IN HOUSTON, TEX., APRIL 27th-30th, 1921

FIRST SESSION

Wednesday, April 27th, 1921.—The business meeting of the Annual Convention was called to order in the Rice Hotel, Houston, Tex., at 10 A. M.; J. H. Brillhart, M. Am. Soc. C. E., President of the Texas Section, presiding; Herbert S. Crocker, Acting Secretary; and present, also, 296 members and guests.

THE CHAIRMAN.—Ladies and gentlemen: It is my pleasure and privilege to open this, the Fifty-first Annual Convention of the American Society of Civil Engineers. In behalf of the Texas Section of the Society, it is my pleasure to welcome you to the State of Texas. I hope that each and every one of you will have an enjoyable and beneficial visit to our city.

The State of Texas is very fortunate—it has an Executive who is interested in the progress of engineering. He is exceptionally interested in the conservation of water power and in the building of good roads. It is now my pleasure and privilege to introduce to this audience Governor Pat M. Neff, of the State of Texas.

ADDRESS OF WELCOME.

GOVERNOR NEFF.—Mr. Chairman, ladies and gentlemen: About three score and ten years ago the American Society of Civil Engineers was organized. During that brief span of life its fame has traveled around the world, and to-day ten thousand engineers are proud to have their names inscribed on its membership rolls. This is the first time in nearly half a century that this distinguished organization has held its Annual Convention beneath Southern skies. We want you, therefore, on this, your initial visit to Texas, to receive in this highly typical Southern city, not only a State-wide welcome, but such a welcome as only Southern hospitality knows how to extend in honoring guests within her gates. A hundred thousand glorious achievements in both peace and war have acclaimed your coming and your visit, we trust, with a thousand unknown recollections, sweet as the dreams of the morning, will hang forever in the halls of your memory.

We welcome your organization to Texas as a promoter far out in the unknown fields of science. We welcome you as the highest intellectual expression in the world of man power and natural resources; and we welcome you as the guiding genius in the upbuilding forces of civilization.

The Civil Engineer is the wonder-maker of the world—what others dream, he accomplishes; what others visualize, he brings to realization; what others imagine, he makes real; what others put into words, he works into deeds. Others stand by merely to admire. You attend, to do man's bidding. You are the wizards of work, and you aid in subduing the elements of earth and sea and air. From the building of the Pyramids to the digging of the Panama Canal, there has not been an obstacle in all the achievements of peace that you have not been able to overcome. From the changing of an ancient river bed that turned in a night the tide of battle, to the building of the breastworks that immortalized the fields of France, there has not been a factor amid the marshalled conflict of the world that involved the life or death of a nation, that you have not been able to solve.

The Civil Engineer is a man of vast and varied accomplishments in the wide field of human service. He makes war maps on the accuracy of which hangs the future of the life of his country. He drains the swamps; he destroys the abiding places of disease; he lays out cities; he constructs irrigation systems; he makes the desert blossom as the rose; he tunnels the mountains; he bridges the streams as he builds railroads and highways and waterways. He lays the pulsing cables and stretches the vibrating wires under the deep sea and through the beauteous air, and makes neighbors of all the sons of men and turns this busy, whirling world into a whispering gallery. He plans and builds; he digs and delves and dives, and this inhabitated earth is resonant with the music of his works.

Gentlemen of genius, pioneers of progress, promoters of the truth, we welcome you to Texas. Our natural fields and our natural resources, undiscovered, untold and untellable, to these we extend to you glad greetings. Our schools of mathematics, of physics, of geology, of chemistry, of hydrology, of all the branches of your profession or learning, of all of which you are a part, have been honored, and they are encouraged and strengthened by your presence.

Our people, cultured and accomplished, with a welcome beyond the lifts of language to speak, hold out to you this bright, beautiful morning happy, hospitable hands of friendship and fraternity. All Texas, this morning, truly salutes the American Society of Civil Engineers and bids you be at home among us.

The Chairman.—The Governor has just told us what the State of Texas has. Our City of Houston is proud to-day that, for the first time in her existence, she has as a Mayor a technical man. It is my pleasure and privilege to introduce this morning Mayor Holcombe, of the City of Houston.

Mayor Holcombe.—Ladies and gentlemen: It is my pleasure, as the Mayor of the City of Houston, to welcome the members of the American Society of Civil Engineers, and you ladies, to our city. It is needless to say that Houston is conscious of the honor bestowed on this city by your coming as our guests.

While I am not a graduate of any kind, yet in my architectural and construction business I have come in close contact with many members of the Engineering Profession, and in that contact I have borne the very highest regard for the profession as such. The City of Houston has been particularly fortunate in having men of the very highest rank as heads of the Engineering Department, and some of their work will stand out as monuments to those men, and to the Engineering Profession. We are on the verge of another era of progressiveness that will tax the very best there is in that Profession. Our location and the topography of this section of the country is such that it calls for the very best engineering. Some of these difficult problems have been solved but many of them remain to be solved. It shall be the purpose of the administration which I am representing to-day, to do all in its power to make your stay in our city both useful and pleasant. We hope that you will profit viewing our many engineering feats in this vicinity.

If you do not see what you want, ask for it, and I think that it will be produced. Mind you, however, that this has no reference to any liquids, or anything that would violate the Eighteenth Amendment to the Federal Constitution. (Laughter.) Barring that, however, my statement takes in everything. Make yourselves perfectly at home. We feel highly honored to have you with us. The

keys of the City are turned over to you, ladies and gentlemen. The City is yours for any time that you remain with us.

THE CHAIRMAN.—We have heard from the Governor and from the Mayor. They have welcomed us. It is now my pleasure and privilege to introduce one of the Engineers, who will tell us about the Engineer's welcome—Mr. E. E. Sands, of Houston, Tex., a member of the Local Committee of Arrangements.

E. E. SANDS, M. AM. SOC. C. E.—Mr. President, ladies and gentlemen of the Convention: As I understand it, this paper of mine is to be turned over to the Secretary after I get through, and I will be compelled to read it so that I will say what will be recorded that I have said. (Laughter.)

ENGINEERING ACTIVITIES OF THE HOUSTON DISTRICT.

The Local Committee is so appreciative of the honor conferred on the City of Houston, the State of Texas, and the local membership by the holding of the Annual Convention here that if the desire of the Committee had been the controlling factor this particular part of the programme would have been omitted and some feature substituted that would have furnished entertainment or instruction. However, the Acting Secretary of the Society requested that some local member present a paper on the engineering activities in this locality.

It is usual for the writer of such a paper to impart the information that some one else could have done the job much better, and even at the risk of being accused of the lack of originality, it is necessary that such a statement be made at this time. There was no man as well qualified for the job as Col. E. B. Cushing, Chairman of the Local Committee—a man who has been identified with the largest enterprises of the State for a third of a century—but he, as Chairman of the Committee, decreed otherwise; and from the first, it has been the law that every member of the Committee perform every task assigned without fault-finding or excuses.

The territory now embraced in the State of Texas has owed allegiance, at various times, to the flags of France, Spain, Mexico, the Republic of Texas, the Confederate States, and last, and for all time to come, to the United States of America. The history of Texas is of more than usual interest, but the subject assigned and the desire to be brief precludes any possibility of such a narrative. The fact that for nearly 200 years Texas was almost constantly involved in war left its natural resources undeveloped until the present generation found time to begin that task, which naturally, in a large measure, falls to the lot of the engineer. How well he is accomplishing this task you will know after you have seen more of his work, and it is hoped that you may find some of the results of his endeavors to be of interest.

Such local work as is monumental in character can be put into one or two classes: First, the transportation of the products of the lands, forests, and mines; second, the production and handling, on a large scale, of those commodities on which the prosperity of the State depends, namely, cattle, cotton, lumber, sulphur, oil, and other minerals. A third line of endeavor, but exhibited on a much smaller scale, is that of providing adequate water supply, public utilities, storm and sanitary sewers, and other work of a municipal character, which forms the very foundation on which the health and prosperity of a city depends and without which those aspirations of its citizens to own and surround themselves with beautiful homes, parks, libraries, and institutions of learning and culture could never be realized.

This paper will present, as briefly as possible, the work of the engineer as exemplified in Southeast Texas, of which Houston is the metropolis and commercial center. The classification previously outlined will be followed, and transportation will be considered first.

Facilities for Transportation.

A glance at the map of Texas reveals a vast area composed of grazing lands, rolling prairies, timber lands, river valleys, and coastal plains. The natural outlet by which the products of this territory can be sent to the markets of the world is through some harbor on the Gulf of Mexico. The construction and maintenance of a deep-water harbor on the Texas coast are matters of no small endeavor, and the Federal Government has wisely selected Galveston Harbor as the principal one, and has expended enormous funds on this harbor, with its channels leading to the Ports of Galveston, Texas City, Bolivar, and Houston.

Of equal importance with the development of waterways and harbors has been the construction of railroads across the great undeveloped areas of swamps, mountains, forests, and plains. To appreciate the extent of this Texas territory, it is only necessary to spread out a map of the United States and use a pair of dividers. Imagine the State of Texas cut out and swung about with certain points as pivots: With El Paso as the pivot, Houston and Beaumont will land in the Pacific Ocean west of San Diego, Cal.; use Beaumont as the pivot, and El Paso will swing into the Atlantic east of Jacksonville, Fla. The man living in Texarkana, Tex., is nearer Chicago, Ill., in both time and distance, than he is to El Paso. By this crude method, the magnitude of the transportation problems of providing rail connections to the Gulf of Mexico may be realized. Then examine the coast line of the Gulf in the vicinity of Galveston Harbor and you will see that all this system of rail transportation must pass through Houston, and you get the slogan of the Houston Chamber of Commerce, "Where Seventeen Railroads Meet the Sea."

The entire coast line of Texas is paralleled by low-lying, shifting sand-bars, and it is only at the mouths of the principal rivers that this sand-bar is broken by channels of moderate depth. Galveston Island, on which the City of Galveston is located, is a part of this system of outlying sand-bars. The entrance channel to Galveston Harbor, with an original depth of 9 ft., was obstructed by two sand-bars. At an expenditure of approximately $12 000 000 and the construction of two rubble stone jetties, combined with dredging and other miscellaneous work, there is maintained, at the present time, a channel 6 miles in length, with a minimum width of 250 ft. and a controlling depth of 33¼ feet. The final project will provide a channel 35 ft. deep and 800 ft. wide. The two jetties are 5 and 7 miles long, respectively, with crests 5 ft. above mean low tide, and the outer ends are 7 000 ft. apart.

At Galveston Harbor, there are no terminal facilities, but there are dredged channels leading to Galveston, Texas City, Port Bolivar, and Houston. The commerce through Galveston Harbor totals from 4 000 000 to 6 000 000 tons per year. The terminals on the Galveston Channel are capable of accommodating 63 averaged-sized ocean-going vessels at one time. There are 2½ miles of wharves, wooden piers, and slips, and among the interesting features are two-story concrete pier sheds, a concrete grain elevator, a 10 000-ton floating dry dock, and a marine railroad.

At the Texas City terminals are two large piers with a very complete system of warehouses, a grain elevator, cotton compresses, and extensive facilities for the handling of oil. At Port Bolivar, there is one large pier and a transfer apron for transferring trains by ferry to Galveston Island.

Houston Ship Channel.

The Houston Ship Channel project was first authorized by Congress in 1872, and approximately $1 000 000 was expended for construction and maintenance prior to 1898. Between 1898 and 1919, an additional expenditure of $5 400 000 was made, $1 400 000 of which was contributed by the Harris County Navigation District, which comprises the City of Houston and other territory in Harris County bordering the channel. With these funds, the channel was deepened to

25 ft., with a minimum bottom width of 100 ft. The enlarging of the channel to a depth of 30 ft. and increasing its bottom width is estimated to cost $3 850 000, of which the Harris County Navigation District has contributed an additional $1 365 000.

Deep-water navigation ends at the Turning Basin, which is 5 miles east of the business center of the City of Houston. This Turning Basin is connected with the heart of the city by a channel 8 ft. deep and 80 ft. wide. At the Turning Basin, the City of Houston has developed 3 626 ft. of water-front, with concrete and creosoted pile wharves, and has constructed transfer sheds, cotton sheds, and a large reinforced concrete warehouse, several miles of railroad, and other facilities. The result of all this development is threefold: First, Houston, although located 50 miles inland, now enjoys the same freight rates as seaport towns; second, a large coastwise and foreign shipping business has been developed; and third, many large industries requiring both rail and water transportation have been located on the channel, and it is believed that many others will take advantage of such an unusual opportunity.

The function of a large number of the wharves at Galveston and Houston is the transfer of freight from car to ship or from ship to car without storage. Much of the traffic is coastwise, and in normal times coastwise vessels are provided with side ports; consequently, the wharves are equipped with inclined ramps, with mechanical means of dragging hand trucks up these ramps. This means of handling general miscellaneous cargo has been found to be very economical. The visitor will miss the cargo hoists and cranes found at most modern ports, but when he studies costs he will find that the local cost of transferring from ship to railway car is less than the usual cost of transferring from ship to temporary storage in the pier shed.

The Galveston Causeway.

The location of the principal port in Texas on an island two miles from the mainland necessitated some means of communication between the island and the mainland, and many years ago the first railway trestle was built connecting Virginia Point with Galveston Island. In 1900, there were two railway trestles and one highway bridge, all three of which were destroyed by the tropical hurricane which occurred in September of that year. In spite of the fact that a large mileage of the railroads on the mainland in the vicinity of the Causeway was destroyed at the same time, traffic was resumed over a temporary trestle within two weeks, and plans were begun for the construction of a permanent Causeway to be occupied jointly by the railroads and a public highway.

This Causeway was built during 1909, 1910, and 1911, at a cost of about $1 700 000 and carried two railway tracks, one interurban, and one highway. The structure consisted of twenty-eight arches of 70 ft. span, one steel lift span, 109 ft. long, and the remainder, a total of more than 10 000 ft., was an earthen fill protected by blankets of concrete slabs. In August, 1915, this Causeway was partly destroyed, but 2 500 ft. of the fill section, all the arch section, and the lift bridge remained intact.

Temporary trestles were again built to replace the damaged section and plans prepared for replacing the part destroyed with a permanent structure consisting of 4 550 ft. of concrete arches and other miscellaneous work. This work of reconstruction was greatly delayed on account of war conditions and is now being completed at a cost of approximately $2 500 000.

The conditions which this Causeway are required to withstand can be appreciated when one realizes that the storm of 1915 was accompanied by recorded wind velocities of more than 100 miles per hour, that there was a rise in the water surface of 16 ft., and that 8 000-ton vessels were blown inland and left high and dry ¼ mile from the beach.

The members attending the Convention who are identified with transportation, will find much of interest in the City of Houston. The passenger and freight

station of the Houston Belt and Terminal Railway, the shops of the Southern Pacific, the creosoting plant, classification yards, etc., are all worthy of attention. Some idea of the magnitude of the Houston terminals of the Southern Pacific System may be realized from the following data: These terminals consist of 204 miles of track and utilize the services of 20 switch engines. The machine shops, car-repair shops, planing mills, boiler shops, blacksmith shop, power-house, and other buildings require the services of more than 2 000 men, and a part of the annual output consists of the repair of 36 000 freight cars, 360 passenger cars, and 900 locomotives. A desire to be brief precludes any additional discussion of transportation facilities.

Industrial Development.

The large industrial development of the Houston District naturally has to do with the raw products of Texas, and, more especially, the Gulf Coast. Texas produces 25% of the world's cotton. To reach the seaport, most of this cotton passes through Houston. Consequently, there are 70 firms in Houston who handle cotton, there are 8 compresses, and approximately 2 000 000 bales are handled in this city annually.

Of the numerous cotton plants in the city, that of the Houston Compress Company is the largest and most interesting from the standpoint of the engineer. This plant covers 50 acres, has a storage capacity of 100 000 bales, and is provided with two high density presses, an automatic conveying system, and electric-driven car loaders. The entire plant is built of reinforced concrete and is equipped with an automatic sprinkler system and every known device to secure minimum insurance rates. This is not the season for the compressing of cotton, but the owners have been so generous as to volunteer to start up one of the presses and have the entire plant in operation at the time the members attending the Convention visit that point on the regularly scheduled inspection tour.

In the city, there are several plants where various commercial products are manufactured from cotton-seed, and some of the operations—especially that of converting cotton oil into an edible product—are of interest to both the chemist and the engineer.

The Gulf Coast oil fields in the immediate vicinity of Houston produce approximately 100 000 bbl. of oil per day. This local production is augmented by pipe lines from the North Texas and Oklahoma fields, and large refineries are located on navigable water at Port Arthur, Beaumont, and Houston. At the latter point, the refineries are located on the Houston Ship Channel; and if sufficiently interested, members can arrange to visit the large, modern refinery of the Humble Oil and Refining Company with its extensive housing facilities, or that of the Galena-Signal Oil Company which specializes in the manufacture of high grade lubricants.

The large refinery of the Texas Company, at Port Arthur, has several unusual features, one of which is a complete mechanical equipment for the transfer of package goods from the warehouses to the ship's hold. The packages are placed on conveyors in the warehouses and enter the ship through spiral chutes swung from large cranes. It is probably the only port equipment on the Gulf Coast capable of handling package goods from warehouses located a considerable distance from the ship's side into the hold of the ship entirely by mechanical means.

The Texas Portland Cement Company's plant is located on the Ship Channel seven miles from the business district of the city. The plant has a capacity of 2 000 bbl. of Portland cement per day. The wet process is used. The raw materials available for the manufacture of cement are oyster shells, used for the lime constituent, and high silicious clay for the clay constituent. The oyster shells are hydraulically dredged at Red Fish Reef, in Galveston Bay, and delivered in barges to the plant wharf. The clay is secured from a clay pit at Pasadena, approximately three miles distant, and delivered to the plant in railroad cars. The unloading of the shells is done by means of a monorail crane which delivers them to a receiving hopper, and by means of a belt conveyor, they are taken to a pit, and by

a second monorail crane delivered to the raw mill or to the shell storage. The clay is unloaded with a locomotive crane and discharged into a wash mill, and, after being crushed, is stored in the form of slurry. The finished slurry is ground to a fineness of 92% through a 200-mesh sieve. The material is then burned, fuel oil being used for that purpose. The clinker is then cooled and ground and the cement stored and handled in the usual manner.

Post-Convention Trip.

A Post-Convention trip has been planned to two industries which are of more than usual interest.

Sulphur was discovered at Freeport, Tex., in 1901, while a rig was drilling for oil. The sulphur occurs in a bed of gypsum about 1 000 ft. below the ground surface. Wells are drilled into this formation, and the sulphur is melted by water which has been heated to 335° Fahr. and is injected into the formation. The water runs off into cavities and a pool of sulphur forms at the base of the well. This is pumped to the surface and solidifies into blocks which are of 99½% purity. The plant, which is practically closed down at this time, due to market conditions, consumes, when running, 4 000 bbl. of oil per day, to operate its boiler plant of 36 000 h. p. The quantity of water pumped into the ground daily is approximately 9 000 000 gal. The sulphur mines of Texas and Louisiana produce 98% of the world's supply of crude sulphur.

The Sugarland Industries consists of a small industrial city located in the center of a tract of 14 000 acres of the rich bottom-lands of the Brazos River. This river overflows periodically, leaving deposits of silt, with the result that these lands have great fertility. Levees are provided to prevent overflow, a drainage system has been constructed to carry off the surplus water during periods of excessive rainfall, and an irrigation system is being planned to take care of periods of drouth. The industrial city is provided with all public utilities and housing facilities for the company's employees. The industries include a sugar-mill, sugar refinery, sulphuric acid plant, vinegar plant, feed mill, cotton gin, and mattress factory, all operated from a modern power plant.

The municipal activities of the City of Houston involve few engineering features of special interest. The ambition of its more progressive citizens to have the city completely paved and well drained, to beautify and improve its parks, provide more playgrounds, and accomplish that multitude of activities to which all modern cities aspire, has been delayed, to a certain extent, on account of some rather unusual financial burdens which the city has had to bear. The development of the port and the local contribution to the dredging of the Ship Channel have required a large outlay of funds. The rapid growth of the city during the past few years has caused an expansion of its area with which the carrying out of an improvement programme has only partly kept pace.

Drainage and Water Supply.

The one feature that has been particularly expensive and will continue to require a considerable amount of money is storm-water drainage. With the exception of small areas along its watercourses, the greater part of the city is located on a plane lying about 50 ft. above sea level and with a fall that is almost negligible. The rainfall at times is excessive; months with 12 in. of rainfall are not uncommon, and a fall of more than 6 in. in 24 hours is experienced at frequent intervals. This has necessitated the construction of many miles of storm sewers, many of which are 10 ft. and more in diameter, and frequently from 20 to 40 ft. deep. The great cost of this work, which must precede street paving, has constituted an unusual financial burden.

The city is fortunate in having an artesian supply of first-class water. There are several water-bearing strata under all parts of the city, and it is only necessary to drill from 350 to 1 300 ft. (depending on the stratum to be used) to get an

abundant supply at any point. This has saved the city the expense of constructing large mains from one central plant, and the policy has been to construct auxiliary plants in any part of the city where the supply has required augmentation.

The most modern of these plants is that known as the South Side Plant, located along the northern edge of Hermann Park. At this plant, there are four wells of varying depths. The pump pits are 24 in. in diameter, about 50 ft. in depth, and below that depth the casing is from 10 to 15 in. in diameter. At the bottom of the 24-in. pits, there are deep well centrifugal pumps which raise the water to the surface and deliver it into a round, concrete settling tank, the function of which is to remove any sand that may be pumped from the wells. This tank has a conical-shaped bottom, and the water is delivered to the tank in such a manner that a whirling motion is maintained within the tank, causing the sand to accumulate at the center, and the clear water is removed from the outer edge. Although the quantity of sand removed is very small, still the simplicity of this method of removal warranted the small expense involved to accomplish that purpose.

The wells at this plant are constructed in a manner that is new in this locality. All the water-bearing strata are composed of very fine sand, and the old method was to use a wire-wound strainer with openings of a few hundredths of an inch. Experience has demonstrated that this type of strainer soon is partly, and finally completely, closed by formations of lime. When the South Side wells were drilled, an endeavor was made to construct long-lived wells that would give a large quantity of water. Consequently, strainers were used having openings of approximately $\frac{1}{8}$ in. After the strainer was set and while the well was being pumped and large quantities of sand removed, several cars of roofing gravel was introduced around the outside of the strainer. The placing of this roofing gravel around a strainer, located from 900 to 1 300 ft. below the surface of the ground, was an interesting problem, but the two years that the plant has been in operation indicates that it has been entirely successful. Single wells of this type will yield 3 000 000 gal. or more per day.

Sewage Disposal.

The principal watercourse through the city is known as Buffalo Bayou. This Bayou has a small drainage area and during periods of slight rainfall there is no current other than that produced by the tides. Formerly, many sanitary sewers discharged into this watercourse, and about five years ago the city undertook the problem of removing all sewage from this stream and the building of disposal plants. The topography of the city requires the pumping of all sanitary sewage; consequently, operating head was an important factor in the design of the disposal plants. The problem which confronted the designers was that of constructing a plant that would operate with the least possible head, produce a stable effluent, and remove the maximum quantity of suspended matter.

Although the activated sludge method was in the experimental stage at that time, an investigation carried on at Houston convinced the City Administration that it was the proper method to use. It was found possible to build such plants on small areas within the city limits; the process gave an effluent with a high degree of stability; there was a removal of at least 95%, and at times 99%, of suspended solids, and those solids that were not removed had a very small oxygen requirement. No endeavor was ever made to get a high degree of nitrification. Clarification and stability were the two requisites, and both were accomplished. The operating cost is higher than that of many other types of plant, but the combined cost, consisting of operating cost, interest on investment, repairs and depreciation, is less than that of other methods which give comparable results. Two plants were built—one with a capacity of 5 000 000 gal. per day and the other of 10 000 000 gal. per day. Experience has demonstrated that slight modifications in these plants will greatly increase their capacity and efficiency, without any large expenditure or the rebuilding of any part of the plants.

The problem of commercially dewatering the sludge and converting it into a commercial fertilizer has not been completely solved, but it has been demonstrated that the dewatering of the sludge by presses and dryers is not a factor on which the success of an activated sludge plant depends. The separating of the sludge from the supernatant liquor is a simple matter, and the pumping of this sludge through a small pipe to outlying territory where it can be dried on sandy soil or digested in lagoons is entirely feasible. One of the results of the several years' experience with the Houston plant is that the lagooning of large quantities of activated slude does not create a nuisance.

The two principal sewage pumping plants in the city have a capacity of 18 000 000 and 7 000 000 gal. per day, respectively. These plants have no unusual features; they are modern in every respect, well kept, and economically operated.

Some of my local colleagues may feel that many important features of interest to the engineer have been overlooked or neglected, but such a paper must end before it becomes too tiresome. We who are striving in our small way to help in the development of this community have a natural pride in its energy, accomplishments, and possibilities, and it may have been proper to select a comparatively recent recruit to the local membership to invite your attention to the work of others.

The engineer has had a leading role in the material development of this city and State. I am sure that his place will be equally prominent in that other line of endeavor in which the citizens of Houston are now so earnestly engaged. If you could talk to each individual member of the Profession, you would find that he is vitally interested in the completion of our park and boulevard system, in the growth of that wonderful institution of higher education, the William M. Rice Institute, in the building of a suitable hall for the fine arts, and in all its other activities that will make Houston known as a center of learning and culture. As I see it, the engineer's task is not finished when he helps to create wealth by the planning and building of manufacturing and transportation facilities, but his work must continue until that wealth is diverted into those channels that will make each succeeding generation stronger, happier, better educated, and more manly than the last.

The Chairman.—We will now hear from the President of the American Society of Civil Engineers, who will respond to the addresses which we have just heard. It is my pleasure to introduce President George S. Webster, of Philadelphia, Pa.

The President.—Governor Neff, Mr. Mayor, ladies and gentlemen: It is my privilege, as President of the American Society of Civil Engineers, to thank your Excellency, on behalf of the members, for the splendid address of welcome which you delivered to us, and to express to you our high appreciation of the tribute which you paid to the Engineering Profession for its activities both in time of peace and in time of war. You have a large State and great resources, many of which have not yet been explored. You have railroad extensions to build, highways to construct, and other great public improvements to make, and in the carrying out of all this work the Engineering Profession will, I have no doubt, continue to co-operate and give its best skill and training to accomplish results which will be economical and to the best interests of the people.

Mr. Mayor, we appreciate your address of welcome. We are glad to receive the freedom of your city. We have looked forward with pleasure to coming here. The fame of this progressive city has spread throughout the entire North, and when we arrived here we were not disappointed, your wide streets, modern buildings, and tree-lined avenues in the residential sections, are most attractive. We

look forward with great pleasure to our stay in Houston, and we appreciate the opportunity which we will have to visit the many industries, public improvements, and educational institutions for which your city is noted.

It is the custom of the American Society of Civil Engineers to hold an Annual Convention and to visit the different sections of the country. In this way we keep in touch with the important works that are being accomplished by our members, and come to an understanding of their viewpoint. We have listened with great interest to the paper which was presented by Mr. Sands describing the public works and industrial developments in and about this city, and we look forward with great pleasure to the opportunity which we will have to inspect them during the next three days.

I wish to assure you all that our members keenly appreciate the hospitality which you are extending to us. It is such as the people of the South only know how to give, and at the close of our meeting to-day we confidently expect to have a delightful time enjoying the entertainments which you have provided for us.

The Chairman.—Col. Cushing, Chairman of the Local Committee, will now make the announcement for the Local Committee. Col. Cushing has been responsible for the success of this meeting; he has a happy faculty of telling us to do something, without actually drafting us, and yet keeping us moving at a lively pace. I have the honor of introducing Col. Cushing.

(Col. Cushing was not in the room.)

It is just like the Colonel; he is in the habit of running off when something is to be said. (Laughter.) We will get him later.

Arthur P. Davis, Past-President, Am. Soc. C. E.—Mr. President: In view of the magnificent hospitality with which this Convention has been received by the State of Texas and by the City of Houston, I move that the American Society of Civil Engineers, in convention assembled, extend a hearty invitation to all of the citizens of this vicinity, and especially engineers who may be interested in its proceedings, to attend all of its meetings.

A Member.—I second the motion.

The Chairman.—You have heard the motion, which has been duly seconded. Any remarks on the motion? If not, all in favor please signify the same by a rising vote.

(The motion was passed unanimously.)

Here comes Col. Cushing. (Applause and laughter.)

E. B. Cushing, M. Am. Soc. C. E.—Gentlemen of the Convention: I am glad to see you here, but so far as making any address is concerned, there are two reasons why I will not do that; the first reason is, I cannot, and the second reason is, I am very hoarse.

First on the programme as planned I was to make some announcement on the part of the Local Committee, or rather, the first thing was to introduce our distinguished guests, and I put that up to Mr. Brillhart, and the next thing was to make some announcements, and we have omitted all the announcements, and so all I can say to you is that we are very glad to see you here and hope that you will have a "bully" good time.

The Chairman.—The Constitution provides that the President of the Society, in Annual Convention, shall deliver the address of the occasion. It is now my

pleasure to present again President Webster, and he will deliver the Annual Address.

(President Webster presented the Annual Address*)

The Chairman.—Gentlemen, it is now my privilege to turn this meeting over to the President of your Society, Mr. Webster, who will take charge of the meeting henceforth.

(President Webster here took the chair and presided.)

The President.—Gentlemen, the Secretary will now make several announcements.

Report of the Alfred Noble Memorial Committee.

The Acting Secretary.—Mr. President, I have the report of the Alfred Noble Memorial Committee, of date of April 18th, 1921, signed by Samuel Rea, M. Am. Soc. C. E., Chairman, as follows:

"Philadelphia, April 18th, 1921.

"American Society of Civil Engineers,
New York City, New York.

"Gentlemen.—The Alfred Noble Memorial Committee has not made any progress report to the Society since it met in Convention at Portland, Ore., August 10th to 12th, 1920.

"Since that time the Memorial Committee has had several meetings with Paul W. Bartlett, sculptor, and Glenn Brown, architect, in an endeavor to agree upon a design to be used as a basis for soliciting subscriptions from the members of the American Society of Civil Engineers and associated societies for the completion of the memorial. The conferences with Messrs. Bartlett and Brown have failed up to this time to result in a selection of a definite design, largely on account of existing excessive costs of materials and labor that will be required for its execution and construction.

"The Memorial Committee has found difficulty in the past in arranging meetings of its membership and on February 17th, 1921, George S. Webster, President of the Society, was added to the Committee, and to take care of the resignation of Dr. Charles Warren Hunt, Secretary and Treasurer of the Committee, who was compelled to resign on account of illness, Mr. Robert Ridgway was elected to the membership of the Committee and has accepted the work of Secretary and Treasurer. Mr. Onward Bates, who has been Chairman of the Committee for some time, because of his residence in Chicago, found it difficult to attend meetings as Chairman, and his resignation of that office was accepted, but Mr. Bates was prevailed on to remain on the Committee.

"The Committee as now constituted consists of the following members: Samuel Rea, Chairman; Robert Ridgway, Secretary and Treasurer; Onward Bates, George S. Webster (*Ex-officio*), George Gibbs, S. H. Hedges, F. H. Newell, Hugh L. Cooper.

"The Committee as now constituted believes that, as an early definite recession in the costs of materials and labor may be expected, the time is approaching when active work should begin looking to the adoption of a final design for the Alfred Noble Memorial and the preparation of a conservative estimate of the cost. As soon as the design and cost estimates are in hand, it is the purpose of the Committee to plan the campaign for securing the necessary funds. This plan will be put under way at such time and in such manner as the members of the Committee may decide.

"In order to properly commemorate Mr. Alfred Noble's professional work, and through it the Engineering Profession in the United States, and to occupy the eligible site in the City of Washington granted by Congress, the cost incident

* See page 43 of Papers and Discussions.

to the design and erection will, owing to changed conditions, probably be double the earlier estimates.

"Your Committee regrets that it is not at this juncture able to report specific and definite progress for the reasons above indicated, all of which must be apparent to the members of the Society. The delays that have occurred in this very worthy endeavor, growing out of the late war, have been very distressing to every one concerned, but these delays do not evidence any lack of confidence or interest on the part of your Committee in the eventual success of the work in hand.

"Respectfully submitted,

"(Signed) Samuel Rea,

"*Chairman.*"

The President.—What is the pleasure of the Convention with reference to this report?

Richard L. Humphrey, M. Am. Soc. C. E.—I move that the report be received.

A Member.—I second the motion.

The President.—The motion has been made and seconded that the report be received. All of those in favor please say "aye"; those opposing, "no".

(The motion was carried unanimously.)

The Acting Secretary.—Mr. President, I have to report the election by the Board of Direction, at its meeting of April 25th, 1921, of twenty-two Members, seventy-two Associate Members, ten Juniors, and to announce that the Board has transferred from the grade of Junior to that of Associate Member, ten*. I would also announce the following deaths:

John Baillie Henderson, of Brisbane, Queensland, Australia, elected Member, June 4th, 1890; died February 15th, 1921.

William Glyde Wilkins, of Pittsburgh, Pa., elected Member, December 4th, 1889; died April 12th, 1921.

(Announcements of local interest followed.)

The President.—The Secretary has no further announcements. In behalf of the Board of Direction, I am authorized to state that the Board, during the past few days, has been endeavoring to adopt measures which would advance the interests of the Society, as follows:

1.—On the recommendation of the Publication Committee the Board of Direction has decided to return to the old method of publishing all papers and discussions in *Proceedings,* instead of issuing them in pamphlet form as at present, but using a $4\frac{1}{2}$ by $7\frac{1}{2}$-in. type page.

2.—The Board of Direction has approved the appointment of a Committee to Promote the Technical Interests and Activities of the Society, to consist of seven Corporate Members widely distributed geographically and representing different branches of Civil Engineering, whose duties shall be to stimulate interest and activities along technical lines. This Committee shall be empowered to select and recommend to the Board of Direction for appointment a sub-committee in the District of each Director.

3.—A Committee of the Board of Direction has now under consideration recommendations of personnel for a Committee on Research of seven or nine members to organize, stimulate, and supervise the research work of the Society as

* See p. 448.

conducted by its Committees or through co-operation with societies and individuals.

This same Committee of the Board (of which Past-President Talbot is Chairman) has also under consideration the personnel of not more than fifteen representatives (to include the Committee on Research) of the Society on the Advisory Committee on Civil Engineering of the Division of Engineering of the National Research Council, whose duties shall be to represent the Society in its responsibilities therein as Sponsor Society in research work in Civil Engineering.

Under the heading "new business" is the report of the Committee on Referred Amendments to the Constitution.

Mr. Humphrey.—Mr. President, it being near the noon hour, may I suggest that this report, which will entail considerable discussion, be deferred until this afternoon, and be made the first business at 2 o'clock? It would be more convenient, and I therefore move that this report be made the first order of business at 2 o'clock this afternoon, after the recess.

T. U. Taylor, M. Am. Soc. C. E.—Mr. President, I suggest that we simply present the report, and defer any discussion of it until this afternoon.

Mr. Humphrey.—I will adopt that, and make my motion to include that suggestion.

A Member.—I second the motion.

The President.—It is moved and seconded that the discussion of the report of the Committee on Referred Amendments be deferred until this afternoon's session.

(The motion was unanimously carried.)

Peter Junkersfeld, M. Am. Soc. C. E.—I offer the following:

"April 27th, 1921.

"To the American Society of Civil Engineers
in Annual Convention Assembled.

"In compliance with instructions from the Annual Meeting in New York on January 19th, 1921, the Committee on Referred Amendments prepared a draft of a new Constitution and By-Laws, which under date of February 17th, 1921, was submitted by more than five Corporate Members of the Society to the Acting Secretary, and on March 19th, 1921, was forwarded to the entire membership in the form of an amendment to the present Constitution.

"Since that date the Committee on Referred Amendments has given further study to this matter, and submits herewith certain further amendments for the purpose of correcting typographical errors, and to make the instrument more clear in points which seemed susceptible of different interpretation.

"The Constitution and By-Laws as submitted to the membership under date of March 19th have been endorsed by resolutions from Local Sections in Chicago, Louisiana, Spokane, and San Francisco. Favorable endorsement has also been received from a large number of the members of the Society from all sections of the country. Informal expressions of approval have been received from members of Local Sections at Atlanta, Boston, and Kansas City.

"The Committee has received both verbal and written suggestions for a considerable number of changes and amendments to the instrument which is now before you, and to which it has given earnest thought and study. The Committee, however, is of the opinion that to accomplish a definite forward step in the matter it will be best not to make changes at this time, but would recommend that all such changes be referred either to the Board of Direction or to a special committee for further consideration at a later date.

"The proposed revised Constitution and By-Laws already before the membership, and the seven amendments presented herewith, have been prepared by advice of Counsel for the Society, and by unanimous vote of the Committee are hereby recommended for adoption.

"The Committee asks that it be now discharged,

(Signed) "P. Junkersfeld, *Chairman,*
"J. F. Coleman, "L. R. Ash,
"A. D. Butler, "L. L. Hidinger,
"E. J. Schneider, "P. H. Norcross."

The further amendments referred to in this report are as follows:

"*Constitution: Article VII.*—In Section 1, strike out the words 'District No. 1 shall include New York City' and substitute the following: 'District No. 1 shall be the territory within fifty miles of the Post Office in the City of New York.' In Section 4, after the words 'June 3rd' insert the following clause: 'No vote of a Corporate Member for a nominee for Vice-President resident outside of the zone in which the voter resides shall be counted; no vote of a Corporate Member for a nominee for Director resident outside the district in which the voter resides shall be counted.'

"*Constitution: Article X.*—In Section 2, omit the word 'several' at the end of the second line. In Section 3, omit the word 'several' in the middle of the third line.

"*By-Laws: Article V.*—Substitute the attached article* entitled 'Student Chapters', adopted by the Board of Direction on January 17th, 1921.

"*By-Laws: Article VI.*—Omit the line reading as follows: 'Appointment of Members of the Nominating Committee."

"*By-Laws: Article VII.*—Add the following article entitled 'Transitory':

"Article VII. (Transitory).

"At least thirty days before the Annual Meeting to be held in the month of January in the year 1922, there shall be mailed to every Corporate Member whose address is known, a letter-ballot with envelopes for voting. This ballot shall include the names and residences of all persons nominated in accordance with the provisions of Article VII of the Constitution as in force up to the time of the going into effect of this amendment, with the grades of membership, and in the case of nominees for Directors, the number of the Districts in which they reside; and in addition thereto such additional Nominations by Declaration as shall be made and filed with the Secretary before the first day of December, 1921, in accordance with the provisions of Section 7 of Article VII of the Constitution as amended. Under the names of the nominees for each office so printed, there shall be provided a space for the use of the voter if he desires to substitute another name. Nominations by Declaration shall be distinguished by some convenient marking or words. There shall also be printed on the ballot the names of the Nominating Committee as created by Section 2 of Article VII of the Constitution as in effect prior to November 1st, 1921, with the numbers of the Districts which the appointed members represent, and also in a separate list thereon the names and residences of the signers of each Nomination by Declaration. The voters may strike out the name of any nominee printed on the ballot for whom they do not wish to vote, and may substitute therefor in writing or by paster the name of any person eligible for the office, but the number of names voted for any office shall not exceed the number of persons to be elected to such office. Ballots not complying with these provisions shall be rejected.

"The conduct of the election at the Annual Meeting to be held in January, 1922, shall in all other respects be as provided in Sections 9 and 10 of Article VII of the amended Constitution.

* See page 550 of Announcements.

"Directions in accordance with these provisions shall be issued with the ballots.

"This By-Law is transitory and is to provide only for the procedure at the Annual Meeting in January, 1922, and this By-Law shall thereafter be void and of no effect."

Mr. President, I move that this report, together with the amendments attached thereto, be adopted.

A MEMBER.—I second the motion.

MR. HUMPHREY.—I rise to a point of order on the adoption of the report, as we have adopted the rule that we shall discuss the proposed Amendments at 2 P. M., after the recess.

P. H. NORCROSS, M. AM. SOC. C. E.—Mr. President, I move that we defer the discussion of this report until this afternoon.

(The motion was again carried.)

(The meeting then recessed until 2 P. M.)

SECOND SESSION—BUSINESS MEETING

Wednesday, April 27th, 1921.—The meeting was called to order at 2.20 P. M.; President George S. Webster in the chair; Herbert S. Crocker, Acting Secretary; and present, also, about 220 members and guests.

THE PRESIDENT.—Gentlemen, before we adjourned, the report of the Committee on Referred Amendments was read. We now have some written communications bearing on that subject, and if there is no objection I will ask the Secretary to read them.

ACTION OF LOCAL SECTIONS ON REVISION OF CONSTITUTION.

THE ACTING SECRETARY.—The following resolutions were passed by the Louisiana Section of the Society, on April 13th, 1921:

"*Whereas,* it appears to be generally recognized that the present Constitution of the American Society of Civil Engineers has been outgrown by the Society, and

"*Whereas,* several past efforts for its improvement have met with defeat largely because of differences of opinion on relatively unimportant details in the proposed Amended Constitutions, and

"*Whereas,* there is now before the Society an Amended Constitution and By-Laws which, in its main essentials, is a distinct improvement upon the existing Constitution, now, therefore,

"*Be It Resolved:* That the Louisiana Section of the American Society of Civil Engineers in Annual Meeting assembled hereby endorses and approves the proposed Amended Constitution and By-Laws, and recommends to the Annual Convention to be held in Houston, Tex., on April 27th, 28th, and 29th, 1921, that the said Amended Constitution and By-Laws be passed to letter-ballot."

The following resolution was adopted by the Illinois Section on April 13th, 1921:

"*Resolved:* That this meeting approve the draft of the new Constitution as prepared by the Committee on Referred Amendments, and submitted with letter of Acting Secretary, of March 19th, 1921, and recommended that the Houston Convention adopt the said draft."

The following are resolutions from the Spokane Section, adopted March 30th, 1921:

"*Whereas,* the proposed revised Constitution as submitted by the Committee on Referred Amendments, has been discussed before, and carefully considered by, the Spokane Section of the American Society of Civil Engineers; and

"*Whereas,* the members of this Section feel that the adoption of these amendments would greatly broaden the influence of this Society, extend its activities, and aid in stimulating its growth and scope of service; now, therefore,

"*Be It Resolved:* That the Spokane Section of the American Society of Civil Engineers endorse and urge the adoption of the proposed Amendments by the 1921 Annual Convention to be held at Houston, Tex.; and

"*Be It Further Resolved:* That a copy of this resolution be sent to the Secretary of the American Society of Civil Engineers."

The following is from the New York Section:

"To the Board of Direction and the

"Annual Convention of the American Society of Civil Engineers:

"*Whereas,* the second sentence in Section 1, Article VII, of the Constitution of the American Society of Civil Engineers, which reads as follows: 'District No. 1 shall be the territory within fifty miles of the Post Office in the City of New York', has been amended to read as follows: 'District No. 1 shall include New York City'; and

"*Whereas,* a very considerable number of the engineers now engaged in professional life in New York City reside outside of the city within the Metropolitan District; and

"*Whereas,* the Metropolitan District of New York, as described in the present Constitution is an economic whole, and must be so considered from an engineering standpoint; and

"*Whereas,* this principle has been recently recognized by legislative action in several instances by the States of New York and New Jersey; and

"*Whereas,* the entire programme of the New York Section, since its organization, has been founded on the recognition of this principle, and has been directed toward the education of the engineering and public minds toward a realization of this fact; and

"*Whereas,* the limitation of District No. 1 to New York City would limit the Local Section to New York City; and

"*Whereas,* the limitation of District No. 1 to the limits of New York City, which would be possible under the proposed Amendment, would be a serious blow to the New York Section and to the influence of the Engineering Profession within the District, by destroying the only body qualified to speak for it;

"*Resolved:* That the New York Section of the American Society of Civil Engineers protests against the proposed change in Article VII, Section 1, and requests that the wording in the present Constitution be retained, and

"*Resolved:* That a copy of these resolutions be forwarded to the Board of Direction and to the Secretary, to be laid before the Annual Convention when the new Constitution shall be taken up for consideration.

"Adopted at a regular business meeting of the New York Section of the American Society of Civil Engineers, held on April 20th, 1921.

"Willard T. Chevalier,
"*Secretary.*"

The following resolution was adopted by the San Francisco Section on April 19th, 1921:

"*Resolved:* That the San Francisco Section of the American Society of Civil Engineers, in regular meeting assembled, on the 19th day of April, 1921, after

open discussion of the proposed Revised Constitution and By-Laws of the Society submitted by the Committee on Referred Amendments, hereby records its general approval of the document as published, without prejudice to Amendment in minor particulars, and extends its unqualified commendation to the Committee for its painstaking and eminently practical efforts to simplify and strengthen the fundamental law of the Society."

The following report of a committee of the Cincinnati Section was accepted at a meeting of the Section held on April 19th, 1921:

"To the Cincinnati Section,
"American Society of Civil Engineers.

"Gentlemen.—Your Committee reports as follows:

"District No. 1 has practically one-fourth of the Corporate Membership of the Society. One of the four Vice-Presidents must be a resident of that District. The Secretary and the Treasurer must reside in District No. 1 during their terms of office, but can be elected from any District. Six of the eighteen Directors must now represent District No. 1. While this is a somewhat greater proportion of the Directors than one-fourth (which would correspond to the membership), the local Directors have, necessarily, more work to do in the practical management of many of the affairs of the Society. To avoid an undue increase in the burden on the time and efforts of the Directors from District No. 1, it seems desirable not to reduce their number.

"Your Committee, therefore, report that, in their opinion, it is not desirable to request the Committee on the revision of the Constitution to consider a reduction from the present representation of District No. 1.

"Very respectfully,
(Signed) "J. A. McDonough,
(Signed) "C. N. Miller."

The following letter from Edward W. Howe, M. Am. Soc. C. E., was received:

"April 18th, 1921.

"To the Acting Secretary,
"American Society of Civil Engineers.

"Dear Sir.—I am sending you herewith a duplicate of a letter I have sent to the Chairman of the Committee on Referred Amendments, which explains itself.

"As I shall be unable to attend the Convention at Houston, Tex., and as, owing to the short time intervening, my letter may fail to reach the Committee in season for it to act, I would respectfully request that the following amendment may be offered to the proposed revised Constitution, and that such use may be made of my letter enclosed as will explain the reason for the amendment:

"In Section 5 of Article IV, strike out in the second line $325.00, and insert in place thereof $200.00; also strike out $225.00, and insert in place thereof $150.00; in the third line, strike out $100.00, and insert in place thereof $50.00; in the ninth line, strike out $75.00, and insert in place thereof $50.00; also strike out $325.00 and insert in place thereof $200.00; and in the eleventh line, strike out $225.00, and insert in place thereof $150.00.

"Yours very truly,
(Signed) "Edward W. Howe."

This letter is accompanied by a letter of date of April 18th, 1921, addressed to the Chairman of the Committee on Referred Amendments, and explaining in detail the manner of deriving the figures in the proposed amendment, which I shall not read unless the meeting so desires.

The President.—Those are all the written communications, gentlemen. Just before noon we heard read the report of the Committee on Referred Amendments, and that subject is now open for discussion.

J. N. Chester, M. Am. Soc. C. E.—Mr. President, with reference to the communications that have been received from the different Sections, inasmuch as all the Sections have been instructed by the Board of Direction that when such communications are forwarded they should be accompanied by a statement of the number of members attending the meetings, and the number of members voting in the affirmative, is it not pertinent for this meeting to have the benefit of this information in connection with the communications from the different Sections that have been read by the Acting Secretary?

The President.—Mr. Secretary, have you the information as to how many were present?

The Acting Secretary.—I have in some cases, but not in all. In the case of the Louisiana Section, President Dusenbury was in the chair, E. F. Deléry, Secretary, and the total number of members present was 10.

As to the Illinois Section, I have not the desired information.

In the case of Spokane Section, I have no statement of the number present—I have written for the desired information, but have received no reply. The action, however, was unanimous in so far as those present were concerned.

A. D. Butler, M. Am. Soc. C. E.—Mr. President, I think that I can speak for the Spokane Section, having been present at the time the resolution was adopted. My memory is that there were 13 present.

The Acting Secretary.—In the case of the New York Section, I do not have the information. In the case of the San Francisco Section, 67 Corporate Members were present, and the total attendance was 75.

At the meeting of the Cincinnati Section, Mr. E. D. Gilman in the chair, 12 members were present.

That covers all of them.

W. W. DeBerard, Assoc. M. Am. Soc. C. E.—Mr. President, I can state on behalf of the Illinois Section, that there were between 25 and 30 present. There were 30 at the beginning of the meeting, and when we took the vote it was unanimous, with approximately 25 present.

J. F. Coleman, M. Am. Soc. C. E.—I may state, gentlemen, in behalf of the Louisiana Section, that 10 members were present, and that the vote was unanimous.

George G. Anderson, M. Am. Soc. C. E.—Mr. President, gentlemen and fellow members of the American Society of Civil Engineers: Last year, at the Portland Convention, I made a remark somewhat in the spirit of banter, which I believe I can repeat—I believe earnestly that I can repeat—in all seriousness, at this time. I said at Portland that all the members there had become progressives. I said it then in the spirit of banter. I say now with conviction, that all of us are progressives, and I may, in my own mind, have to eliminate that word "progressives." I think that we are all imbued with the spirit of earnestly striving to build up this fine organization.

I am very much impressed with the report which has been read from the various Sections, and with the attitude of mind of this gathering in that direction, and I believe what all of us have been striving for is clearly indicated by the

gathering together of the members of this Society in these Sections and at this Convention, seriously to consider what we best can do to further the interests and the welfare of the Society. We may have differing opinions about that, but it is progress to come together and exchange those opinions and impressions in an attitude of fair-minded consideration, one with the other. That is so much of a step forward.

We have another step before us in the report of this Committee on Referred Amendments on a revised Constitution. I know that the members of that Committee have served faithfully and well. They have made an able report, which is entitled to our very best consideration. We may not all like it; we may not all like all of its details, but it is unquestionably a step forward. Now, I am going to ask the members here assembled to consider an amendment which I am to offer in the spirit of fair-mindedness. It is more or less of a detail, and at the same time it incorporates in the revised Constitution what I believe is essential to incorporate at this time, bearing in mind that progress and development of the organization is what we are all seeking.

PROPOSES REVISION OF PARAGRAPH STATING OBJECTS OF SOCIETY.

I call your attention to Section 3 of Article I of the Constitution, in which the objects of the Society are stated. I will preface the presentation of the amendment, or the substitute which I offer, with the remarks that the purpose of this substitute is twofold; First, to continue, in so far as possible, the declaration of the objects of the Society as they have been stated from time to time in our past history; and, second, to incorporate in them what I am quite sure has obtained the consent and the sanction and the approval of all the members of this organization in the past, what you will recall that the Committee on Development, early in its deliberations, adopted as more or less of a slogan, that this organization should become a National force in an economic, industrial, and civil concept. These two things it is my purpose to cover in offering the substitute for this Section. As presented by the Committee the Section reads:

"The objects of the Society shall be the advancement of the sciences of engineering and architecture in their several branches, the professional improvement of its members, the encouragement of intercourse between men of practical science, and the establishment of a central point of reference and union for its members."

I move that for that Section there should be substituted the following:

"The objects of the Society shall be the advancement of engineering knowledge and practice, and the maintenance of a high professional standard among its members, the encouragement of intercourse between men of practical science, the establishment of a central point of reference and union for its members, and co-operation with other technical organizations in important economic, industrial and civic movements in which the members of this Society are particularly well qualified to advise the public."

MR. NORCROSS.—Mr. President, I rise for information. There is a motion before the house which has been seconded, I believe, but it is quite possible that I am in error. Before Mr. Anderson can offer an amendment, he will have to offer a substitute for the Committee's amended Constitution. I simply rise for information, because I think that possibly Mr. Anderson may be out of order, as I believe that a motion was made before noon, which was seconded, and it was my understanding

that this was to be discussed. Mr. Anderson has offered an amendment to the Constitution, the consideration of which is now out of order.

The President.—There was a motion to adopt the report. Now, what is your position, Mr. Anderson? You offered an amendment to the report?

Mr. Anderson.—Yes, sir.

The President.—The report, I understand, was the amended Constitution.

Mr. Norcross.—That was an amendment to an amendment which Mr. Junkersfeld offered.

The President.—Mr. Junkersfeld made a report of your Committee, and that report is now open for discussion.

Mr. Norcross.—That is correct, Mr. President.

The President.—Mr. Anderson moves to amend one feature of that report.

Mr. Norcross.—The report did not refer to that particular feature. That report only is now up for discussion by the meeting.

Mr. Anderson.—May I ask if that report does not bring with it the report of the revised Constitution?

Mr. Norcross.—No, sir; the revised Constitution was submitted to the membership of the Society in February.

Mr. Chester.—Mr. President, my understanding of the case is this: Mr. Junkersfeld and Mr. Norcross are of the opinion that the mailing of this original draft of the Constitution which they prepared is automatically followed by a motion to accept. Now, they appear here to-day and present it for the first time in a public meeting, not as it was originally mailed, but with some corrections.

The President.—That is correct.

Mr. Chester.—I believe, therefore, that a decision as regards this procedure would clear the atmosphere. I believe that they are wrong.

Mr. Coleman.—Mr. President, according to my understanding of the Constitution, as it affects this matter, the proposed revision of the Constitution and By-Laws which was sent to the Secretary on February 17th, 1921, and was sent out by mail in March, are before this Convention. The language of the Constitution, as I remember it, is that this proposed revised Constitution and By-Laws shall be passed to letter-ballot in the form in which they are presented, or in such form as they may be amended by a majority vote of the Convention. It does not require, as I understand it, any formal motion to approve the revision of the Constitution as it has been sent out, in order that it may go to letter-ballot. If this Convention should adjourn without taking any action on that document, it would automatically go to letter-ballot, if I understand the present Constitution correctly.

Now, therefore, the Committee on Referred Amendments did not submit this document in the paper that was read before you this morning. It reported to this meeting the activities of that Committee, according to its understanding of the instructions which that Committee received from the Annual Meeting held last January. Incidental to the transmission of that report, it submitted certain amendments to the document which is before you, and the motion was that the report so submitted, together with those amendments, be approved. That is the motion which I understand to be before the meeting for discussion. It seems to me, according to my understanding of the constitutional provisions, that motion only

is up here for discussion. The other amendments, such as proposed by Mr. Anderson, or such others as may yet be proposed by others, should come before this body after action is taken on the motion which is now before the meeting.

Gardner S. Williams, M. Am. Soc. C. E.—Mr. President, allow me to suggest that when the morning session adjourned, the motion which was then pending disappeared. It did not carry over to this session. Now we have before us the new Constitution, as a special order of business at this time. It seems to me that the most desirable way to proceed—and I simply offer this as a suggestion, gentlemen—would be to consider the amended Constitution article by article, and when those articles are reached to which the amendments proposed by the report are germane, that the Committee then propose them in the ordinary way. I think that we can get along faster that way, and we will accomplish things more to our satisfaction. Of course, it might be considered proper for the Committee to move the amendments to the Constitution now before us, and they could then be dealt with *en bloc*. It seems to me, however, that we will get a more satisfactory treatment of the subject if we deal with this Constitution section by section. I hope this will meet with the approval of the Committee, and that one of its members will make such a suggestion or such a motion, because I feel that this matter is largely in their hands, and I feel that it is their desire, as it is that of the rest of us, to have a full and free discussion of their work.

Arthur N. Talbot, Past-President, Am. Soc. C. E.—Mr. President, this seems to me rather a strange procedure for us to take. I understood that the Chairman of the Committee was presenting an amendment to the Constitution. If he is presenting a report of the Committee, I find a report on page 18 of this printed document entitled "Report of the Committee on Referred Amendments to the Board of Direction." And there is nothing in that report which we need to discuss in regard to the form of these amendments.

What I think we ought to be discussing, however, is the proposal by the eight members whose names are signed to the proposed revised Constitution on page 2 of this pamphlet. If we are to discuss that, then it seems to me that amendments are clearly in order, and that we ought to take them up in the proper way, by going through each, section by section, so that if any amendments are to be proposed, they may be made and discussed and voted on as is provided by our present Constitution. I hope, therefore, that we may get this cleared up, either by considering that we are now discussing amendments to the Constitution, or that we are to take up just the material changes given on pages 18 and 19 of this printed document.

The President.—As I understand it, the whole question of the revision of the Constitution is now before the meeting for discussion.

Mr. Taylor.—Mr. President, do you rule that the motion made just before we adjourned the morning session is now pending business? I made the motion at that time to adjourn to 2 p. m., thinking that said motion was the pending business to be brought up at this time.

The President.—There was a motion made before adjournment that the discussion be taken up immediately after recess.

Mr. Taylor.—That is the pending business.

Mr. Chester.—Mr. President, to put the matter in the shape to rule on, I second Mr. Anderson's motion.

Discussion on Mr. Anderson's Amendment.

The President.—I will rule that Mr. Anderson's motion is a proper one to come before the meeting at this time.

Mr. Taylor.—Mr. President, may I inquire what is the difference between the two sections? I would like to have Mr. Anderson explain that.

Mr. Anderson.—The difference between the two sections is that the language used in Section 3 of Article I of the proposed Constitution as it is printed does not entirely repeat the language which has always appeared in the printed Constitution. I offer this amendment to continue that as nearly as possible. It is historical, and perhaps sentimental, giving a clear definition of the purposes of the Society along technical lines. The second paragraph, or the second part of my amendment, which reads "and co-operation with other technical organizations in important economic, industrial and civic movements, in which the members of this Society are particularly well qualified to advise the public", is offered as an explanation of and to continue the policy which has been suggested by the Committee on Development, and which had been adopted by the Society several times. That is the whole purpose of this amendment.

The President.—Is there any further discussion on the amendment proposed by Mr. Anderson?

Mr. Norcross.—Mr. President, I desire to answer Mr. Anderson in a very few words by saying that the wording of this particular section of this particular article is different from the original Constitution, and there are many other sections and various other articles of this proposed Constitution that are different from the old ones. As I understand it, that was the purpose of the Committee's work. The wording of this particular section is in accordance with the ruling of the Attorney for the Society as to the proper language, and while I have not had an opportunity to study the wording as offered by Mr. Anderson, I wish to reiterate what the Committee desires to say, and has said before, that it does not concur in any changes in the wording that it has offered, because it believes that it has proposed wording that provides a machinery for the proper operation of the Society.

The President.—Is there any further discussion?

L. L. Hidinger, M. Am. Soc. C. E.—Mr. President and gentlemen: The words that we have used in this draft are the exact words given in the Charter under which this Society is organized. We had up for discussion with counsel for the Society the possibility and the advisability of putting in a broader statement, such as Mr. Anderson has proposed. The attorney held that we had no authority, whatever, to do that. It would be absolutely void if we did, because we would be going further than the Charter gives us the authority to go.

C. E. Grunsky, M. Am. Soc. C. E.—I would like to ask the Committee on Referred Amendments whether, under the language as given and proposed in this amendment, the Society will have the power to co-operate with other organizations, whether the Committee has made that inquiry, and whether, therefore, the intent

of Mr. Anderson's amendment will be fulfilled by this language as proposed by the Committee.

CONSTITUTION GIVES AUTHORITY TO CO-OPERATE.

MR. COLEMAN.—I think that I can answer that question, gentlemen. The Committee did specifically request that information at the hands of counsel, Messrs. Parker and Aaron, who have been counsel for the American Society of Civil Engineers for a great many years, and it was advised that the Society had all the authority which it needs, even under the language of the present Constitution, and would continue to have such authority under the proposed new verbiage, to co-operate with other bodies of engineers.

MR. HIDINGER.—Mr. President, one more point: Are we discussing the amendment to the Constitution proposed by the eight members—not the Committee, but just the eight members—or are we discussing that which has been brought in here by the Committee? I would like to have that made clear, because we have referred to members of the Committee, as the Committee, and Mr. Grunsky put this question to the Committee. Now, if this question is directed to the Committee, it would be out of order. I rise to a point of order, Mr. President.

THE ACTING SECRETARY.—Mr. President, as I understand it, the eight members who propose the amendment are the Committee, the personnel being the same in the two cases.

THE PRESIDENT.—Is there any further discussion of Mr. Anderson's motion?

MR. CHESTER.—I do not want to speak too often, but I do want to make a suggestion in regard to following the advice of the attorneys of the Society. If we cannot enlarge or grow or progress under the advice of the present attorneys, it might be well to secure further legal advice.

MR. TAYLOR.—The whole difference, then—and finally I have it down now to brass tacks—is simply this: Whether, under the proposed verbiage, we have a right to talk to, speak to, co-operate with, or have intercourse with other societies, or not. "The encouragement of intercourse between men of practical science"—my feeling is that we do not want to have intercourse with anybody who is not a practical scientist. It seems to me that we have unlimited authority to co-operate with these people, if they are men of practical science, and every engineer ought to fulfill that definition. If that wording is not broad enough to cover the whole universe, all the engineering associations of America and anywhere else, then I do not know what the English language means.

It seems to me that if we commence hammering on these little changes in the verbiage, we never will get through, and the best thing is to adopt this as proposed. I do not want to cut off debate, but I would like to move the previous question.

THE PRESIDENT.—Gentlemen, you have the amendment as offered by Mr. Anderson. Is there any further discussion?

MR. DAVIS.—Mr. President and gentlemen of the Society: I wish to concur in what has just been said by Professor Taylor, and to call the Convention's attention to the fact that that particular question as to whether we might co-operate with other associations by joining the Federated American Engineering Societies, was passed on by the Society's legal counsel, and they ruled that our Constitution

as it now stands, did not forbid it and that there was no question about it. The powers of this Society as a corporation are bound, not by the Constitution entirely, or mainly, but by its Articles of Incorporation, and if we want broader powers than we can get under our present Constitution, or any other Constitution, the remedy is not in seeking other legal advice, but in amending our Articles of Incorporation.

Now, the amendment that the Committee has proposed simply brings into harmony the objects stated in the Constitution with those stated in the Articles of Incorporation. We cannot deviate from them in any essential particular, and what has been said shows clearly that this matter has been thought out by the Committee, which has formulated this amended Constitution and has presented it to us. It is plain that the Committee understood its job and has done it right. If we have, under the present Constitution, the right to join the Federation under this wording, it does not change the Articles of Incorporation, and is nearly the same as the present Constitution. We have, therefore, according to legal counsel and according to common sense, the same broad powers under that wording that we would have if it were exactly the same as the present Constitution. It is just a little verbiage that makes no essential difference in the meaning.

Antiquated Constitution Must Be Revised.

Now to get down to the main and essential point, however: The question before us is how to get rid of an antiquated Constitution that we have been trying to amend ever since I can remember, and every time that any essential or progressive amendment to that Constitution arises, it fails, for one reason or another. One reason is that it requires a two-thirds majority to carry any amendment to the Constitution, and the more you put into any amendment, the more people you strike who are opposed to it and who will vote against it, and the broader you make it, the less chance you have to make it carry. This Committee has had the good sense to recognize that fact, and to make just as few changes as possible in the present Constitution, and so it appears to me that there should be just as few changes as possible to make it a workable Constitution and By-Laws, instead of a great mass of wording that nobody can understand.

It is not possible for a Convention like this, during a debate in which there are points of order being made, and on which there are rulings to be called for all the time, and differences of opinion arising at all points, to thrash out these fine points and find out whether or not the amendments offered conflict with other provisions of the Constitution. We found that out by experience. We know that if we attempt that we may make a failure of it.

The main point is whether or not we are going to amend the present Constitution. If we take the wording of this Committee—the work of which has extended over a period of several months, with careful comparisons, paragraph by paragraph, with other parts of the Constitution—we can put it through not merely by a two-thirds vote, but by a three-fourths or a four-fifths vote, in my judgment. If we undertake to amend it in any essential particular, we antagonize some, and every single time we do that, we lose votes; it does not take long to lose a third of the votes, and when you have done that, you have lost the Constitution.

The first and best thing, in my opinion, that the Committee's report does is to separate the things that appear to belong in a Constitution from those that belong in By-Laws, where they can be easily amended. If the Committee had done nothing more than that, as wisely and carefully and industriously as it has, its efforts would have been well expended, and we could well afford to put ourselves behind it and put it through with the same provisions as are in our present Constitution; for then we will be able to amend the By-Laws, and if we never get any further amendment, we would at least have a Constitution that the members could understand. The Committee has carefully separated the essentials from the non-essentials. I say that mainly on my general judgment of what the Committee has accomplished, because its members have given this a great deal of study, and have arrived at proper conclusions in almost all cases, in the estimation of my poor judgment. I have not been able to find anything in the By-Laws that belongs in the Constitution, nor in the Constitution that belongs in the By-Laws—at least, not without considerable question. I might perhaps, have been more liberal, and put more in the By-Laws and less in the Constitution.

If there was no other improvement in the present Constitution than that, it is well worth having, and every change we attempt to make in the wording does two things: First, it antagonizes some, so that they will vote against it; and second, it creates a suspicion that we have introduced something that is inconsistent with the rest, and those who see fit to oppose it will, of course, say so; but they have to make out a good case to show that they are more acute and more thorough than this Committee has been in the past six months that it has given to a study of this Constitution.

Mr. President, I do not suppose that there is a man in this audience, including myself, who does not believe that he could write a Constitution with satisfaction to himself, better than this one. I know that I could. I presume every member of the Committee believes so, and I presume, in fact, that the proposed revised Constitution is submitted as a compromise by the members of the Committee. If we undertake to make these modifications I am sure we will get into trouble, and it is my conviction that an amended Constitution is so important to the future of this Society for the next two years that its adoption should not be imperiled by further amendments here.

Mr. Williams.—Mr. President, I rise to a point of order.

Francis Lee Stuart, M. Am. Soc. C. E.—Mr. President, the proposed Constitution, as presented, is a disappointment to me. I would change it in many respects, but it represents the efforts of eight able men, without any influence brought to bear on their judgment. So far as I know, there is nobody that takes an active interest in this Society that has talked to them. I have not, for one, and it is very close to my heart. I have not said anything to them about it, but they have brought the result of their work here and presented it to us, and I think that we should accept it. I will use all the influence I can to get members to accept it, because it is so evidently an advance for the Society.

The present Constitution is too cumbersome. There are many things in it that are wrong, I think, but my judgment is only one in five thousand. Therefore, I am going to defer my judgment on the subject and vote for the proposed revised

Constitution, and in this meeting vote against any amendment to it. If you start to amend the first paragraph, you are going to amend the next sixteen, and you will have chaos as the result, and nobody will vote for it.

J. C. Nagle, M. Am. Soc. C. E.—Mr. President, I want to speak to the amendment just a moment, and I would like to speak particularly to some of the members of the Texas membership present, whom I know have not read the proposed Constitution. I happen to know that some have not read it. I have read it carefully, and as one of the Past Vice-Presidents of the Texas Section, I want to commend the Constitution as submitted by the Committee, with the amendments, to your consideration, and ask for your vote in its favor.

I shall vote against Mr. Anderson's amendment, although I am in sympathy with the verbiage, for the reasons we have already announced. I believe that those matters can better be thrashed out later, and amendments can be offered on these minor points, provided we get, as Mr. Davis has said, a workable Constitution before us, and I shall vote against Mr. Anderson's, and all other amendments, except those offered by the Committee.

The President.—Is there any further discussion?

(Cries of "Question".)

Do you wish the amendment read, or are you sufficiently familiar with it? All those in favor of the amendment offered by Mr. Anderson will signify the same by saying "aye"; contrary, "no". The "noes" appear to have it, and the Chairman will declare the amendment offered by Mr. Anderson lost.

Mr. Norcross.—Mr. President, I will call for the question on the original motion made before the recess at noon.

Mr. Talbot.—If there is no objection, I would like to call attention to what seems to me to be an error in the last line of Section 3, Article VII, on page 7: "* * * excepting in such contingency as is provided for in Article V, Section 3, of the Constitution." If I understand rightly, that refers to Section 3 of the old Constitution, and it should be Section 4 rather than Section 3. Am I right in that?

Mr. Coleman.—I think that you are right.

Mr. Talbot.—Then it seems that under the present form of the revised Constitution, that clause is a redundancy. There is nothing, as I read in Section 4, that requires that action, because if there is a vacancy in the Presidency, the Vice-President then becomes President, and provision is made for having a Vice-President from the same region. If the Vice-President is selected in that way from the Directors in that zone, the provision is made that it should be filled by some one from that District. That being so, it seems to me that we should have that clause omitted. I should like to ask the Committee's opinion on that.

Mr. Coleman.—Mr. President and gentlemen: The provision in Article V, Section 4, is that a vacancy in the office of President shall be filled by the senior Vice-President, or a vacancy in the office of Vice-President shall be filled by the senior Director from the same zone, seniority between persons holding similar offices being determined in the same way as in the present Constitution.

Now, in the nomination and election of officers it is provided that the Board of Direction shall announce the district boundaries and group the districts into

four zones. Directors from each particular district and Vice-Presidents are to be elected from each zone, so that there always should be one Vice-President from each zone, and a certain specified number of Directors from each district. It was thought possible that the senior Director who would be advanced to the Vice-Presidency by reason of the death or resignation of an existing Vice-President, might possibly not come from that particular zone. This is frankly an omission by the Committee—an oversight. Subsequently, the words "from the same zone", were written into Section 4 of Article V, and Mr. Talbot's criticism is a just one. For this reason it would be proper that the part of Section 3 to which he refers, in so far as it makes that exception, should be eliminated; that is, in the proposed Constitution, page 7, Article VII, Section 3, the last line, which says: "excepting in such contingency as is provided for in Article V, Section 3, of the Constitution", should be stricken out. It would be a correction of the same kind as the amendments which the Committee has already offered, for that particular clause to be removed, and I move that it be stricken out.

Mr. Talbot.—I second the motion.

The President.—Is there any discussion on striking out the last line in Section 3, Article VII?

Mr. Williams.—That is "excepting in such contingency as is provided for in Article V, Section 3, of the Constitution"?

The President.—Are you ready for the question? All those in favor please signify by saying "aye"; contrary, "no". It is so ordered.

Restriction of Membership in District No. 1.

Mr. Chester.—Mr. President, I have been very much impressed by the arguments made by Mr. Davis and by Professor Nagle, and I would like to see this Constitution go out for vote, "yes" or "no", as one vote. Assuming that this will be the action, I should like to ask the generosity of the Committee in the omission of a sentence on page 7, Article VII, being the last statement of the first paragraph of Section 1, which reads as follows: "Members not residing in North America shall be allocated to District No. 1." I have read that over and have failed to see the justice of a surcharge offered or contributed to District No. 1. If that is dropped, it will place the allocation with the Board of Direction, on which I trust sincerely we will always have a personnel that will, with fairness, take care of our foreign members. I do not offer it as an amendment, but I want to say to this Committee which offers this Constitution that I will promise to go on with all the rest if it will agree to drop, absolutely, that one sentence.

Mr. Junkersfeld.—Mr. President: Mr. Davis and Professor Taylor and others have given very strong, logical and good reasons why, every time we make a change of this kind, we make enemies somewhere. If we include something that will satisfy one district, how many others will be antagonized by it? It seems to me to be an unwise thing to make that kind of a change at this time. Moreover, it would have very little, if any, practical effect, because those foreign members must be allocated somewhere, and the Committee felt that the logical and best way would be to allocate them to the home office. The Committee considered a great many other allocations, also; for example, the Europeans and Africans to New York, and those from the Pacific Coast to San Francisco. Even under that

arrangement, however, it would not have changed the number of Directors to which New York would have been entitled, so that for the present it would not make any particular difference, but it would have created a good deal of antagonism.

Speaking as an individual, because the Committee has not met since Mr. Chester made his motion, it seems to me unwise, for the reasons so well stated by Mr. Davis and by Professor Taylor, to make this change. The members of the Committee are agreed with Mr. Chester in saying that they would like to see this Constitution go out in the form originally submitted, but since its submission they have given it further study, and these seven amendments, together with the report which is now before you, do correct some errors and have clarified a few points that ought to be clarified.

Now, by the adoption of the motion which is before you, those few points and those few errors will have been changed all the way through. Further, they were referred to the Committee by the Board of Direction. For that reason, I hope the motion will prevail, and that these seven minor amendments will be adopted to clarify what is before you, and so that the whole new Constitution and By-Laws will then be before the membership as one document for vote "yes" or "no".

Mr. Williams.—Describe District No. 1.

Mr. Junkersfeld.—"District No. 1 shall include New York City." That is the way it appears in this document that went to the membership in March. At the meeting yesterday, and in the motion before you, the Committee recommended that it be changed and the following wording adopted: "District No. 1 shall be the territory within 50 miles of the Post Office of the City of New York." This makes no material change in the Constitution. The number of Directors is six, under the present Constitution. The Board of Direction, according to the present membership of District No. 1, could hardly do anything else than allocate four Directors to New York. In order to do that, they might have to reduce this 50 miles to 40 or 35, but it would not be any very large reduction. Now, a resolution was referred to us by the Board, which you have heard read by the Secretary, stating that the New York Section would strongly prefer to have the 50-mile limit reinstated. Incidentally, this is good for the finances of the Society, for the reason that it fixes absolutely the men who pay the $5.00 additional, and as far as representation goes, under this correction New York will have a little less representation, and not more. So that the New York people are really giving up something further, and their request makes for clearness.

Mr. Chester.—May I ask how many members in North America would belong in the New York District?

Mr. Junkersfeld.—I have not the figures in mind. Mr. Norcross has them.

J. L. O'Hearn, M. Am. Soc. C. E.—Mr. President, if these foreign members are allocated to District No. 1, will their views be the same as those of District No. 1, and will they be getting the benefits of residence in District No. 1?

The President.—They will not.

Mr. Humphrey.—I want to call to the attention of the Convention the fact that there are more than 1 000 men who live outside of North America who would

thus go into District No. 1, and it would have a material effect on the representation.

D. C. Henny, M. Am. Soc. C. E.—Mr. President, before I left Portland, which is in District No. 12, a meeting of the Section was held, and the amended Constitution was approved, with the same exception that was taken by Mr. Chester, and I was requested to take this matter up with the Committee. This I did yesterday. I made the best argument I could. I made the argument that Mr. Chester made—that it did make some difference. I found that the Committee had failed to consider this point, had various reasons for its position, and while I would have been glad to have seen this amended Constitution changed in line with the suggestions made by Mr. Chester, I will say that, rather than forego the necessary unanimity of sentiment, I would prefer to see the amendment stand without any further change. The Committee has many arguments; but if it, after consideration, says it desires this change, I will ignore the instructions of my Section and vote for this amended Constitution as it now stands.

The Acting Secretary.—Mr. President, I would like to state, for the accuracy of the record, that the total Corporate Membership on February 10th, 1921, was 9 268. Inside the 50-mile radius of New York City were 1 501, outside of North America, there were 560, or a total of 2 061 in District No. 1.

The President.—Mr. Chester, I do not understand that you made a motion.

Mr. Chester.—Well, I would like to make it a motion. Inasmuch as I believe that it is the sense of this meeting that the corrections read by Col. Junkersfeld when this subject was presented, should be regarded as corrections and not as amendments, and that the Constitution should go out in that shape, I move that it is the sense of this meeting that we ask the Committee on Referred Amendments, in the presentation of the final draft, the draft that will be sent out, that it omit the last sentence of the first paragraph of Section 1, Article VII.

Action Postponed on Point of Order.

Mr. Williams.—I rise to a point of order. The Committee, so far as these amendments which have been submitted are concerned, has no legal status. We refer to the Committee simply as a committee, and I am very glad to refer to it in that way; but there is objection now to an amended Constitution which has been proposed by eight members of the Society. Whether they were a committee before or after they proposed it, makes no difference. It is to be treated just the same as though it had been proposed by five members who were not a committee. Now, if they want to change this printed document, they must come here in the regular way, just as any other member on the floor must come, and propose their amendments and have them voted on and adopted by this meeting. Otherwise, the thing stands exactly as it is printed.

Now, there is no motion before the house, and I think it would be wise to get squared up here. If the Committee wishes to change the language of Section 1 of Article VII in any particular from the way in which it is printed, some one of its members should propose an amendment to that effect and we should have the opportunity to vote on it and adopt it. It is very important that we do these things in a legal, proper manner. If we do not, we do not get any new Constitution, and although I am not entirely in sympathy with this Constitution,

whatever is done here should be done legally, so far as any voting is concerned, and there will be no quibbling.

Mr. Talbot.—I was about to suggest the same thing. It seems to me that we must be very careful to put this in proper technical form. As the motion was made, it was to adopt the report of the Committee, and the Committee made some amendments. In order to follow the requirements of the Constitution in the way of amendments it is necessary to amend it on the floor of the house. Mr. President, to save time—and I hope the Committee will accept it—I move that the seven amendments proposed by the Committee be applied to the proposed revised Constitution submitted by these eight members, and be incorporated therein.

Mr. Junkersfeld.—I would like to call Mr. Talbot's attention to the fact that my motion, as I recall it—and the records will show it—was to the effect that this report and the seven amendments attached thereto be adopted. I have no particular objection to his motion, and will be very glad to second it if he will——

Mr. Chester. (Interrupting.)—There was a motion before the house.

The President.—Your motion was not seconded, Mr. Chester.

E. R. Chamblin, M. Am. Soc. C. E.—Mr. President and gentlemen: It has been suggested that a change of that sort might cause a defeat of these amendments. That would seem to imply that District No. 1 would cause their defeat, if these foreign members were allocated to all districts, or some other disposition of them were made. In fairness to many of the members who live in that District, I do not believe that they would go to that extreme to retain a slight change. On the other hand, there are many other members scattered throughout the United States who have not the privilege of attending this meeting to-day.

In reading that article as recommended by the Committee, I considered it very unfair, and I believe that if it goes out as printed it would be more apt to cause defeat than with the correction that Mr. Chester has proposed. I believe that one other serious error has been pointed out by Mr. Talbot, and acknowledged by the Committee, and that it would be the magnanimous thing for the Committee to accede to this correction. It certainly seems to me to be a fair one. I do not believe that this additional five hundred or one thousand foreign members are needed to support any measure that is fair and right.

I think that the New York members can rely on just treatment by the Corporate Members throughout these United States, and I do not believe that, if it is properly presented to them, that they would feel like insisting to a great degree on their proposed change.

F. E. Estes, M. Am. Soc. C. E.—Mr. President, I just want to say that a blunderbus is a mighty good instrument to have sometimes. There has been submitted to the meeting by the Committee these seven amendments, and one gentleman wants another amendment, or something stricken out. We cannot get anywhere in this way. We have a motion—I do not recall by whom, but by somebody—to adopt the seven amendments recommended by the Committee. Talk about the allocation of members outside of the United States is absolutely out of order; it has nothing to do with the question before the meeting. After this

meeting decides what it is going to do with the seven amendments, if somebody else wants to strike in and divide North America into seven sections, we can handle that, but now there is only one question, and that is: What are we going to do with those seven amendments? I, for one, am in favor of accepting them.

THE PRESIDENT.—Gentlemen, we have before us the disposition of those seven amendments, and I understand that Mr. Chester's amendment applies to the seven amendments offered by the Committee.

MR. CHESTER.—It may be that my motion is out of order, if you rule that the motion to accept this Constitution is before the house.

THE PRESIDENT.—That motion is before the house.

MR. CHESTER.—The motion to accept this Constitution, or the motion to accept the amendments, is before the house?

THE PRESIDENT.—The amendments.

MR. CHESTER.—Then, I am not parliamentarian enough to know just how to get my motion in order, but mine was: That it is the sense of this meeting——

THE PRESIDENT. (Interrupting.)—Permit me, Mr. Chester, to say, that after these amendments are acted on there can be further amendments offered.

MR. CHESTER.—My motion was offered in the form that it is the sense of this meeting to request the Committee to include the dropping of this entire sentence, so as to make it the eighth amendment.

A MEMBER.—That would be an amendment to an amendment.

THE PRESIDENT.—Yes, sir. It is a request to the Committee to include this in their motion?

MR. CHESTER.—Yes, sir; to drop the last words of the first paragraph of Section 1, Article VII, which reads: "Members not residing in North America shall be allocated to District No. 1"—that the Convention request the Committee to incorporate that, and that it is the sense of the meeting.

THE PRESIDENT.—That is a matter for the Committee, and I think its members will have to decide it.

A MEMBER.—The motion was that it is the sense of this body that the Committee be requested to incorporate or include the said amendment.

MR. CHESTER.—I offer it as an amendment to the amendment, if you wish to make it legal or parliamentary.

MR. GRUNSKY.—Mr. President, the form in which the motion is put, I think, is out of order. The motion before the meeting at this time is on the adoption of the report of our Committee, and that includes seven amendments which the Committee has recommended. Now, that will not debar any one from suggesting that this Committee adopt additional amendments that may be appropriate, or it will not debar any member from offering amendments to the Constitution as proposed. I think we will proceed in the most orderly fashion if we dispose of the pending motion, that the seven amendments be adopted.

THE PRESIDENT.—It has been suggested that a vote be taken on the motion that the report of the Committee be received and that the seven amendments it proposes be adopted. Are you ready for the question?

MR. TALBOT.—I would like to see that motion put in this form: That the amendment proposed by Mr. Junkersfeld and seven others be amended by incorporating in that proposed amendment these proposed amendments reported by

this Committee to-day. It seems to me that if we get it in that form, it will be separated.

The President.—Is the Committee prepared to accept that?

Mr. Junkersfeld.—In order to clarify the matter, if Mr. Talbot will make his motion a substitute for mine, I will second the substitute.

The President.—Mr. Talbot, do you make that as a substitute motion?

Mr. Talbot.—I do not understand that this amendment will be proper in that form, because we are not discussing this amendment. We are discussing the report of the Committee.

The President.—That is right.

Mr. Talbot.—And if the Society prefers to accept the report of the Committee, then take up the proposed Constitution, I am willing to do it; but it seems to me that sometime during the proceedings we should have a motion of the kind I have just made.

Mr. Junkersfeld.—I understand that Mr. Talbot makes that as a substitute motion, namely, to adopt the seven amendments. I second that motion, and give notice that immediately after the vote I will make a motion then to adopt the report. I second Mr. Talbot's motion.

Proposed Seven Amendments Adopted.

The President.—Gentlemen, you have heard the motion. Is there any further discussion? All of those in favor of the motion say "aye"; all those opposed "no." The "ayes" have it, and the motion is carried.

Mr. Junkersfeld.—I now move that the report of the Committee as presented just before adjournment be adopted.

The President.—Omitting the part with reference to resolutions?

Mr. Junkersfeld.—Yes, sir; I do not refer to that. I am only referring now to the report, having just been adopted.

The President.—Will you read the report?

Mr. Junkersfeld.—The report presented just before noon?

The President.—Yes, sir.

Mr. Junkersfeld.—I read that report just before noon.

The President.—Some of the members have asked that it be read again.

Mr. Junkersfeld.—Shall I read it again?

Mr. Nagle.—I call for a point of order, Mr. President.

The President.—No, sir; there is no point of order in this.

Mr. Nagle.—Then the motion would appear on the original motion, as amended.

The President.—Yes, sir; on the original motion, as amended.

Mr. Junkersfeld.—I will now read the same report, omitting reference to these seven amendments that were covered by Mr. Talbot's substitute motion.

(Reads the report again.)

Discussion on Discharge of Committee.

The President.—The motion is, that the report be received and the Committee discharged. Is there any discussion?

MR. DAVIS.—Mr. President, I would like to ask the Committee to withdraw from that motion the request for discharge. I do not know how this is coming out, and we can discharge the Committee later, after we get through with it.

MR. ESTES.—Mr. President, I believe that it would be a good thing to get the Committee to withdraw the request to be discharged, because its members are more familiar with these questions than any one else, and I believe that they will have quite a number of questions to answer before the amended Constitution is carried, and it is not a good idea to discard the men who have been guiding things.

MR. NORCROSS.—Mr. President and gentlemen of the Society: "Them kind words" is the first we have received. Your Committee feels that it has done its duty. Your Committee has been accused of every crime under the sun. (Laughter.) To-day is the first ray of hope in our dark lives, and I, for one, wish to reiterate what our Chairman has said. I wish to be discharged. (Laughter.)

MR. WILLIAMS.—Mr. President, I think that this motion of the Committee at this time is a little bit inopportune. I think that it would be very much better if the members would postpone it until we have had an opportunity to consider the remainder of the Constitution; then it will be entirely in order to make such motion, and it undoubtedly will receive the support of this gathering. I think, however, that there are one or two points in the Constitution that we should at least discuss. Now, possibly, we do not want to change it, but I think we should know, or at least have an opportunity of understanding just what certain provisions lead to. I am not presenting, nor am I going to present, any changes. There are one or two things, however, that should at least be thought about, and I want to ask that the Committee withdraw this motion for the present and let it come up at a time when we have finished consideration of this Constitution.

MR. TALBOT.—I move that the request of the Committee to be discharged, be postponed.

MR. CHESTER.—I second that motion.

MR. TALBOT.—That is a personal request—we just postpone the action.

MR. CHESTER.—I was going to move that we drop the words "and the Committee be discharged".

MR. COLEMAN.—I second the motion.

THE PRESIDENT.—It is moved and seconded that the words "and the Committee be discharged" be stricken from the previous motion. All of those in favor, say "aye"; those opposed, "no". The "ayes" have it.

Gentlemen, the motion now is on the preceding question.

MOTION TO POSTPONE ACCEPTANCE OF REPORT.

MR. WILLIAMS.—I move that action on the report of the Committee be deferred until we have finished the consideration of the Constitution.

J. S. CONWAY, M. AM. SOC. C. E.—I second the motion.

MR. WILLIAMS.—As I understand it, the Committee has brought in a report in which its members ask this meeting to endorse the Constitution which they have presented, and to discharge the Committee. My contention is that we should not take action until we have considered the remainder of the Constitution, and my proposal is that we postpone the consideration of that motion, and everything else,

until we have considered the Constitution. I therefore move that the consideration of the report recommending that this Constitution be approved and the Committee be discharged be postponed until we are through considering the Constitution. The adoption of that report at this time shows——

Mr. Norcross.—(Interrupting.)—Let me explain——

The President.—You have heard the motion of Mr. Williams, as just stated.

Mr. Coleman.—Mr. President, may I be heard? I understand from Mr. Williams' motion that he is fearful that the adoption of this report which has been submitted by the Committee would bind the meeting to refrain from any further discussion of the Constitution or amendments. Frankly speaking, that would be my understanding of it, and I doubt if the Committee cares to discuss the Constitution any further or offer other amendments for the consideration of this meeting. I do not see any reason why it should do so, so far as I am concerned—and I have been laboring on this matter perhaps six months—and I think that the other members of the Committee feel the same way about it. I, therefore, would like to second Mr. Williams' motion.

H. B. Livingston, Assoc. M. Am. Soc. C. E.—I want to raise a point of order. My recollection is that there was a motion before the house and there was an amendment to that motion, and the amendment carried, and that that motion is still before the house.

The President.—No, sir. Mr. Williams has stated his motion. All of those in favor of Mr. Williams' motion, please say "aye"; those opposed, "no." It appears to the Chair that the "ayes" are in the majority. If no division is called for, I will declare the "ayes" to be in the majority, and that the action on the report be postponed until after the discussion of the proposed Constitution.

Discussion on Proposed Constitution.

Mr. Williams.—I wish to call attention now to the reading of the second paragraph of Section 9 of Article VII, on page 9, which reads: "No count or listing of votes cast in any Society canvass or election shall be permitted until after the polls are closed, and then only by the officially appointed committee or the Tellers."

If I understand that wording right, it means that no listing could be kept of the members who have cast their votes. It, of course, means that no count of the votes can be made, but I think that it really means that no list can be kept. If that be the interpretation, I want to call your attention to what the result will be: Officially, legally, under the Constitution, no record can be kept of the members who have voted, as the votes come in. Consequently, theoretically, that information will be available to nobody. There is however, nothing there to prevent, after all, the Secretary, or any employee of the Society who sees those ballots as they come in, from keeping a memorandum of those who have voted.

Now, what is the result? It puts in the hands of the Secretary of the Society, or of some interested member of the Society who may secure the assistance of some employee of the Society who has the handling of the votes as they come in—which you know are marked on the outside of the envelope with the name of the member who voted—it makes it possible for the Secretary or some other member of the Society to get that record. Now, what can happen? Let us assume that it is a question in which members in one locality are on one

side and members somewhere else are on another side; and as these votes come in, perhaps, a large number from Texas, a large number from Southern California, a large number from Illinois and Pennsylvania, and so on, the person who has that information knows pretty well how that thing is going. If there are more votes coming from a region which is known to be opposed to the side he is interested in, or if they come from a region which is known to be in favor of that side, he then is able to get the information as to who has not voted in each district, and he is able to get at those votes.

Now, I hold that there is nothing criminal in this, provided everybody can do it. When, however, by our Constitution, we prohibit things which can be done clandestinely nevertheless, and any one is put in possession of this information, it affords him a weapon, and I say that it is not a desirable provision in the Constitution. It is not necessary to say what will happen. A person interested in a question can call up some of his friends who have large numbers of engineers in their employ—one who has twenty-five or thirty or seventy-five in his office who have not voted—he can get him to send their names. It has been done. It will be done again. Now, the only way to circumvent this is to arrange so that all will have access to this information, and, therefore, to provide that a record of those who have voted shall be kept, that record to be open to any one who goes to the Society to ask for it.

Motion to Amend Procedure Provided for Listing of Ballots.

This is not a question that has come up before, I know, and I wish now to move the following amendment to substitute for the first three lines of the second paragraph of Section 9 of Article VII, beginning with "no count" and ending with the words "or the Tellers" the following: "In every election, a letter-ballot of the Society and the names of those voting shall be listed by Districts as received, and such list shall be accessible for examination at Society Headquarters by any member of the Society."

I move that as a substitute, and I may say that I have not arranged with anybody to second it.

The President.—We have the motion of Mr. Williams. Is there any second?

Mr. Talbot.—I second the motion.

Mr. Humphrey.—I also second the motion.

The President.—The motion is seconded by both Mr. Talbot and Mr. Humphrey.

Mr. Junkersfeld.—Mr. President, I will explain briefly the reasons why the Committee adopted this second paragraph of Article VII, to which Mr. Williams has reference—the second paragraph in Section 9, Article VII, page 9. As written: "No count or listing of votes cast in any Society canvass or election shall be permitted until after the polls are closed, and then only by the officially appointed Committee or the Tellers." Previous procedure has been open to abuse, and the Committee had received such a large number of suggestions on the subject that it feels justified in making the change. Now, it is true that even with this change there may be some abuse, as Mr. Williams has pointed out; but I do not know, and I do not believe anybody else does, how to devise a system of balloting that is not subject to some abuse. In a business matter, you do not place the

responsibility for taking care of the cash drawer with half a dozen people; you have to trust some one with it. Now, the other Societies, in their experience, have trusted one man, who, of course, keeps track of the ballots in his own way, and if he wishes to abuse it, he can; and it was believed that this was better than the past system of this Society which has been subject to more abuses than the system which we advocate. These, briefly, are the reasons.

The Acting Secretary.—Mr. President, I rise to a question of personal privilege, and would inquire whether Mr. Williams and Mr. Junkersfeld intend to reflect on the conduct of the Secretary's office?

Mr. Williams.—No, sir.

Mr. Junkersfeld.—No, sir; nor I.

Past Procedure in Listing Ballots.

The Acting Secretary.—The Secretary's office, in keeping count of the ballots, has acted in accordance with the provisions of the present Constitution, contained in Article VII, Section 6, second paragraph, which reads as follows: "The Secretary shall make a list of the voters from whom ballots are received, which list shall be open to inspection by all Corporate Members. A voter may withdraw his ballot and may substitute another at any time before the polls close."

Now, I wish to state that during the time of receiving ballots on any question, the procedure of the Secretary's office, in so far as I am acquainted with it (and I have been Acting Secretary since January 28th, 1920), has always been to keep in the office and available to the membership a list of all Corporate Members who are entitled to vote on the questions. When ballots are received, the name of the member voting is checked off of this list. Any member coming into the office can inspect the list and can make for himself other lists if he chooses, which will indicate to him who and how many have voted and who and how many have not. But it has not been the practice of the Secretary to send these lists outside. All information received by the members must be obtained through personal visit to the office.

I wish to make this statement to remove any thought that the procedure of the Secretary's office is in violation of the Constitution, or that it is the practice of the Secretary to keep the records in such a way as to be other than impartial to all members of the Society.

Mr. Williams.—Mr. President, I want to say very emphatically that any remarks that I made were not intended in any wise to criticize the action of the Secretary, because I knew that he was acting under the direction of the Board and in accordance with the Constitution. Under the new Constitution, he could not keep such a list. Now, I think that it should be kept, for the reason that if it is not kept officially, it is kept privately. If kept privately, the person who keeps it has the advantage, and anybody can use it. I do not suppose that that record would be sent out to the members, or anything of that sort. It should be open to inspection at Headquarters.

Mr. Sands.—Mr. President and gentlemen: I am rather inclined to believe that I favor the amendment made by Mr. Williams. I do not know that I do, because I have not given it enough thought. It is a matter of policy that should require some thought in order to reach a decision that is based on mature judg-

ment. But I will have to vote against Mr. Williams' amendment just for this reason: That I have been one of the many living in the West who for years have wanted to see the organic law of the American Society of Civil Engineers changed, and I believe that we have now the basis of a new Constitution that will give us what we want. To use an old and homely expression that all of you Texans will understand—and if any of you who live out of Texas do not understand and will ask us, we will tell you—at this time we do not want to "gum up the cards." We feel that we want to get through the best that we can, and that the proposed Constitution that has been offered and sent to us is a good one, but I am not sure that six months later I will not want to sign a proposed amendment that somebody offers doing the very thing that Mr. Williams wants to do at this time. I do not want to do it now, however, because I want to get this organic law changed, and I am afraid that putting Mr. Williams' amendment in at this time might defeat that. So I am going to oppose every amendment that is offered and try to get this new Constitution adopted.

Mr. Butler.—Mr. Chairman and gentlemen: In traveling across this country I am impressed more and more by the size of the land in which we are living, and it is only when this one bobs up and that one bobs up that we have new ideas, and as we are surrounded by different environments, we naturally expect new ideas to grow. But if we are going to adopt any kind of a Constitution we must use team work, and not do individual playing. You have got to do that on a football team; you have got to do it in every organization. If our forefathers, when they adopted the Constitution of the United States, or drafted it, had waited for everybody in the thirteen colonies to be satisfied with what they had drafted, we would yet be without a Constitution of the United States. We cannot sidetrack it for every little idea that we all may have. I have them, myself, as other members have expressed themselves. I have ideas, but I am willing to subject my personal opinions to the will of the Committee, or the will of the membership here, in order to get the Constitution into working shape before the members.

I am speaking for the Spokane Section, and its last injunction to me before I left was, so far as I possibly could, to let nothing stand in the way of adopting the Constitution as it was submitted, for fear that something would come up to upset the whole proposition.

E. C. H. Bantel, Assoc. M. Am. Soc. C. E.—Mr. President, it seems to me that Mr. Williams is unnecessarily alarmed. If I read this paragraph correctly, it says: "No count or listing of votes in any Society canvass or election shall be permitted until after the polls are closed." Now, a vote is not a voter, and if the Secretary desires to count the listing of the voters, there is nothing in this that prevents it. (Laughter.) Therefore, Mr. Williams, I think, is unnecessarily alarmed. If the Committee has, by this paragraph, attempted to prevent the counting of voters, if seems to me that it has failed to do so.

The President.—Is there any further discussion?

George H. Guerdrum, Assoc. M. Am. Soc. C. E.—Mr. President, I will ask for some information. I am thoroughly in sympathy with the idea that the vote should be strictly on the merits of the proposed Constitution as it now stands. However, sitting in the back part of the room, I did not get clearly in mind this notation on page 7, Article VII, Section 3.

A MEMBER.—The question is out of order.

THE PRESIDENT.—Mr. Guerdrum, the question under discussion is on the motion of Mr. Williams. We will take up this matter of yours after that is disposed of. Is there any further discussion on that motion?

C. T. BARTLETT, M. AM. SOC. C. E.—Mr. President, I would like to say just a word or two. I have the same feeling that Mr. Sands and the gentleman from Spokane have about putting the amendment through, but there has been some discussion on the merits of this second paragraph of Section 9. It seems to me that there are two things covered by that as it stands: One is that there would be no listing of the names of those who had voted, and the second that it would prevent a count of how those men had voted—in other words, the opening of the ballots.

Now, it would seem to me, as with the preceding speaker, that the amendment as offered, as I understood it when read, would not prevent the listing of the manner in which each man voted, and that, I think, would be even more objectionable than the possible listing of the names.

THE PRESIDENT.—Is there any further discussion, gentlemen?

(The question is called for.)

MR. WILLIAMS' MOTION IS LOST.

THE PRESIDENT.—All in favor of the motion made by Mr. Williams will signify by saying "aye"; contrary "no." The "noes" appear to have it, and the motion is lost.

MR. CHESTER.—Mr. President, before we leave this section, keeping in mind what I have said, it is my desire, and it is not the purport of this motion that this Constitution be put before the membership except as the work of the Committee on Referred Amendments. To that end, and that we may have the co-operation heretofore sought, I move that it is the sense of this meeting, that the same Committee or individuals who moved the previous seven amendments to the original draft of this Constitution, move another amendment which will drop from said Constitution the last sentence of the first paragraph of Article VII, which reads: "Members not residing in North America shall be allocated to District No. 1."

I understand that simply by a vote on this motion we request them to do this. They can then do as they please.

MR. TAYLOR.—Mr. President, that motion, I think, has come up in about six forms in different shapes, in different aspects. We had it from the Northeast, Southeast, Northwest and Southwest. The motion simply means that we instruct the Committee to adopt something to which every man on it may be opposed. Now, the gentleman can move to amend by striking that sentence out. When that is done, it is no longer the work of the Committee. After we get through with this report it is our report, as I understand it, in Convention assembled. When we send this out to the voting Corporate Members we no longer want to send it out as a report of the Committee. We are going to discharge that Committee, but we want to operate with it here a little longer. We find its members good, decent people, and as soon as we get through with them we will relieve them, but when we send this out we want to send it to the members of the Society as the recommendation of this Convention. With that end in view, I will vote against

instructing the Committee to do something. I am willing to vote on the merits of the proposal. When we get through we want to move to adopt this report as a whole, and send it out as our work.

The President.—Are there any discussions on the motion? If not, all in favor signify by saying "aye"; those opposed "no". The motion is defeated.

Mr. Guerdrum.—The President informs me that at this time I am not out of order. Now, I want to say, as I said before, that I am thoroughly in favor of voting on this proposed new Constitution strictly on its merits. I want to bring up the question of typographical errors, and as a matter of information I am merely asking whether on page 7, Article VII, Section 3 should read Section 3 or Section 4, and if it is in error what should we do with it?

The President.—Any further discussions on the amendments to the Constitution?

Convention Adopts Proposed New Constitution.

Mr. Taylor.—I move that we adopt the proposed revised Constitution, with the amendments—the whole Constitution.

J. B. Hawley, M. Am. Soc. C. E.—I second the motion.

The President.—It is moved and seconded that the Convention adopt the whole Constitution. All in favor say "aye"; those opposed "no". It is carried unanimously.

Mr. Hidinger.—Mr. President, I move that the report of the Committee as read by Mr. Junkersfeld be approved.

Mr. Williams.—I support that motion.

The President.—It is moved and seconded that the report of the Committee now be approved. All those in favor say "aye"; those opposed "no". The report is adopted.

Mr. Williams.—I would like to ask that the Board of Direction be instructed to inquire from our counsel by what authority this Committee reported on By-Laws. So far as I am aware, the subject of By-Laws was not referred to this Committee, and the subject of By-Laws does not appear in the Constitution of the Society, and I think it may be well to have legal opinion as to whether what it has produced here is a legal document.

Mr. Hidinger.—Answering Mr. Williams' question, I want to say this question was thoroughly gone into with Mr. Baker, of the Society's counsel, and he approved it, and said we were entirely within our rights to separate the existing Constitution into a new Constitution and By-Laws.

The President.—Is there any further business to come before the Convention?

Mr. Talbot.—I move that we adopt the By-Laws as offered here and printed.

A Member.—I second the motion.

The President.—It has been moved and seconded that the Convention adopt the By-Laws as printed. All those in favor indicate it by saying "aye"; those opposed "no". The "ayes" have it, and it is so ordered.

Mr. Hidinger.—Mr. President, I move that the Committee on Referred Amendments be discharged.

Mr. Taylor.—I second the motion.

The President.—It is moved and seconded that the Committee on Referred Amendments be discharged. Any discussion? All those in favor of that motion

indicate by saying "aye"; those opposed "no". The "ayes" appear to have it, and it is so ordered.

MR. TALBOT.—Mr. President, I move that the Society, in Convention assembled, thank the Committee for its very excellent work.

MR. WILLIAMS.—I second the motion.

THE PRESIDENT.—It is moved and seconded that the thanks of the Society be extended to the Committee for its very efficient work. We will indicate that by a rising vote.

(The motion was carried unanimously.)

Is there any further business to come before the Convention? Mr. Crocker, have you any announcements to make?

THE ACTING SECRETARY.—One of the members wishes to make an announcement of a trip.

(Several announcements of excursions followed.)

MR. WILLIAMS.—Mr. President, this is the last time we will be gathered together here officially during this Convention, and I think it would be quite proper to express our gratitude to the Local Committee and to the members of the Society in Texas who have done so much to make our stay pleasant and enjoyable. I move that a committee of three* be appointed by the Chair and authorized to prepare suitable resolutions† with power to provide for transmission to the Local Committee.

MR. DAVIS.—I second the motion.

THE PRESIDENT.—Gentlemen, you have heard the motion. All those in favor say "aye"; those opposed "no".

(The motion was carried by a standing vote.)

MR. TAYLOR.—Mr. President, I wish now to extend an invitation to the members who are here with us in Texas, that any of you who possibly can, make a side trip and come to Austin, and we will be glad to show you what we have there—our engineering office, reinforced concrete bridge, our capitol. We have there the greatest comedy and the greatest tragedy that was ever put on any stage in America. We have there a dam that as far as engineering design is concerned is the greatest comedy that was ever perpetrated in America; as far as the people are concerned—they pay the freight—it is the greatest tragedy. Any of you who can return home by way of Austin, Tex., although I know it is out of your way, if you will let us know we will extend to you a glad welcome, and not only put the latchstring on the outside of the door, but we will take the door off the hinges. (Applause and laughter.)

THE PRESIDENT.—Is there any further business to come before the Convention?

(On motion, duly seconded, the Convention then adjourned.)

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* Subsequently, President Webster appointed Messrs. Gardner S. Williams, Chairman, H. S. Crocker, and Arthur N. Talbot, Members, Am. Soc. C. E.

† See p. 507.

FIFTY-FIRST ANNUAL CONVENTION
EXCURSIONS AND ENTERTAINMENTS

The arrangements for the Convention were in the hands of the following Committees:

Committee of Arrangements of the Board of Direction

George G. Anderson, *Chairman*,
Edward E. Wall, Frank T. Darrow.

Local Committee

E. B. Cushing, *Chairman*,

J. H. Brillhart	J. C. McVea
R. J. Cummins	W. H. Mead
E. A. Fretz	L. T. Peden
J. M. Howe	E. E. Sands
H. F. Jonas	M. J. Sullivan
E. G. Maclay	J. B. Townsend.

Ladies' Automobile Trip and Luncheon

Wednesday, April 27th, 1921.—11 A. M.—The visiting ladies were the guests of the Ladies' Auxiliary Committee at a picnic luncheon at Hermann Park, which was followed by an automobile ride through the city. The entertainment was attended by about 65 ladies.

Reception

Wednesday, April 27th.—9 P. M.—A reception tendered by the Local Membership and attended by about 260 members and guests, was held in the Green Room of the Rice Hotel, followed by dancing in the Ball Room.

Houston Ship Channel Trip

Thursday, April 28th.—9 A. M.—Members and guests to the number of 330 went by special train to Houston Harbor, about 4 miles from the center of the city, where they inspected the Municipal Docks and Terminals. At 10.30 A. M. the party embarked on boats and proceeded down the Houston Ship Channel, viewing the industries, etc., *en route*. About noon the party debarked at the San Jacinto Battlefield, where a Texas ranch barbecue dinner was served. Several impromptu talks were made, followed by an interesting address by Mr. C. R. Wharton, of Houston, a relative of one of Gen. Sam Houston's officers in the battle which took place here in 1836, by which the independence of Texas from Mexico was achieved. After walking over the Battlefield (now a State park), the party re-embarked and proceeded down the Ship Channel. Passing close to the Goose Creek oil field and the Dock and Pipe Line Terminals of the Humble Oil and Refining Company, the vessels proceeded from the Inland to the Open Waterway Section of the Ship Channel and landed at Sylvan Beach Park, where the party took the train for the return trip to Houston.

Concert

Thursday, April 27th.—8.30 P. M.—A concert was given in the Ball Room of the Rice Hotel, one of the features of which was the performance of the Juvenile

Band, composed of children from 4 to 8 years of age. The International Kiwanis Glee Club also took part in the entertainment. The Concert was followed by dancing and was attended by about 240 members and guests.

Excursion to Points of Engineering Interest

Friday, April 29th.—9 A. M.—A party of about 137 members and guests left the Union Terminal Station by special train over the Municipal Harbor Belt Railway and visited the plants of the Anderson-Clayton Compress and Warehouse, the Magnolia Products, the National Creosote and Lumber Company, and the Southern Motor Manufacturing Association. About 1 P. M. a luncheon, tendered by the Texas Portland Cement Company, was served at its plant on the Houston Ship Channel and the Harbor Municipal Belt Railroad. After the luncheon, the party was divided into two groups, those interested in Railway Engineering visiting the Wood Preserving Plant, the Englewood Terminal, and the General Shops of the Southern Pacific Lines, and the second group, those interested in Municipal Works, was taken to the Water-Works and the Sewage Disposal Plant, after which the entire party went to Rice Institute.

Reception and Garden Party at Rice Institute

Friday, April 29th.—5 P. M.—Members and guests left the Rice Hotel for an automobile ride through the residential section of the city, uniting with the Inspection Parties at the William M. Rice Institute, where an address of welcome was made by Dr. Edgar Odell Lovett, President of the Institute. A reception and garden party on the lawn followed, which was attended by about 200 members and guests.

Smoker

Friday, April 29th.—8.30 P. M.—About 375 members and guests attended a Smoker tendered by the Houston Engineering Club, on the roof of the Rice Hotel, the entertainment consisting of music by a Mexican orchestra, vocal numbers and recitations by the students of the Houston (Negro) College, moving pictures of operations in the oil fields, and other interesting features.

Excursion to Galveston, Tex.

Saturday, April 30th.—8.30 A. M.—A party of 165 members and guests left Houston by special train on the Galveston Houston Electric Railway and arrived at the Galveston Causeway about 10 A. M., where they were joined by 35 members and guests who had come by automobile from Houston and Galveston. The work in progress on the Causeway, as well as the completed parts, was inspected until 11 A. M., when the party proceeded to Galveston where it was met by members of the Citizens' Reception Committee and taken by boat for a trip along the water-front, during which luncheon was served. After inspecting the Galveston Dry Dock, the party boarded the sea-going dredge, *Galveston,* and through the courtesy of Maj.-Gen. Lansing H. Beach, Chief of Engineers, U. S. A., and Maj. L. M Adams, Corps of Engineers, U. S. A., Engineer of the Galveston District, both of whom were present, a demonstration was made of this dredge in operation. On their return to the city, the members of the party were taken on trolley cars to the beach, where they spent about two hours.

Dinner at the Galvez Hotel

Saturday, April 30th.—7 P. M.—A party numbering 227 members and guests was entertained at a Sea Food Dinner at the Galvez Hotel, as guests of the Galveston Commercial Association, which had also acted as host at the other entertainments on Galveston Island. The party left Galveston at 9.45 P. M., on a special interurban train, arriving at Houston at 11.15 P. M.

Letters of Appreciation

The following letters of appreciation were prepared and forwarded to the Local Committees in charge:

"April 29th, 1921.

"To the Local Committee of the
Fifty-first Annual Convention of the
American Society of Civil Engineers:

"Gentlemen.—On behalf of and by instructions from the Fifty-first Annual Convention of the American Society of Civil Engineers, we have the honor to transmit to you, and through you to the Texas members, your ladies, and your fellow townsmen, the deep appreciation of your guests for the wonderful cordiality and lavish hospitality with which they have been entertained in your own and your neighboring city, and we express the sincere hope that from our all too brief association with you may come a better understanding between the members of our organization in the several sections of the country here represented, and closer co-operation in promoting the objects of the Society in which we have so great a pride of membership.

"Gardner S. Williams, *Chairman*,
"A. N. Talbot,
"Herbert S. Crocker,
Committee."

"April 29th, 1921.

"To the Ladies' Entertainment Committee
of the Fifty-first Annual Convention of the
American Society of Civil Engineers:

"The visiting ladies attending the Fifty-first Annual Convention of the American Society of Civil Engineers wish to express to you their high appreciation of the splendid entertainment which you have provided during their stay in your city.

"Your cordial welcome has been so warm and sincere that from the moment of their arrival they could not but feel themselves among friends.

"The beautiful floral tributes which have been sent daily to our rooms have been greatly enjoyed and the pleasure of the time spent with you will be long remembered.

"On behalf of the visiting ladies, we wish to sincerely thank you for your generous hospitality.

"Mary H. Webster,
"Edna L. Crocker."

ATTENDANCE

The following 173 Members of the Society were in attendance. There were also present 80 ladies and guests.

Anderson, George G...Los Angeles, Cal.
Armstrong, W. C.......St. Paul, Minn.
Ash, L. R............Kansas City, Mo.
Axtell, F. F.........Port Arthur, Tex.

Ayres, L. E..........Ann Arbor, Mich.

Babb, Charles S...........Chicago, Ill.
Bantel, E. C. H...........Austin, Tex.
Bartlett, C. Terrell..San Antonio, Tex.
Beach, Lansing H...Washington, D. C.
Beahan, Willard........Cleveland, Ohio
Bell, Tyree L., Jr..........Dallas, Tex.
Bernard, Merrill M.......Crowley, La.
Bird, Byron.....College Station, Tex.
Black, C. N..............Houston, Tex.
Brandt, Richard L...San Antonio, Tex.
Brillhart, J. H............Dallas, Tex.
Bringhurst, J. H......Stillwater, Okla.
Brown, Baxter L........St. Louis, Mo.
Burney, R. L........San Antonio, Tex.
Butler, A. D...........Spokane, Wash.
Byrne, T. S..........Fort Worth, Tex.

Carrington, H........Tampico, Mexico
Carter, C. R............Houston, Tex.
Chamberlin, C. H.....Fort Worth, Tex.
Chamblin, E. R............Dallas, Tex.
Chester, J. N...........Pittsburgh, Pa.
Clack, J. M..........New Orleans, La.
Clark, Charles A...........Dallas, Tex.
Cochrane, Victor H........Tulsa, Okla.
Coleman, E. H.......New Orleans, La.
Coleman, J. F........New Orleans, La.
Comber, S. X........Boulogne, France
Conway, John S.....Washington, D. C.
Crawford, C. J........Tampico, Mexico
Crew, C. C..............Houston, Tex.
Crocker, H. S............Denver, Colo.
Culpeper, Horace........Houston, Tex.
Cummings, Robert A...Pittsburgh, Pa.
Cummins, Robert J......Houston, Tex.
Cushing, E. B...........Houston, Tex.

Darrow, F. T...........Lincoln, Nebr.
Datz, L. C...........Birmingham, Ala.
Davis, A. P.........Washington, D. C.
Davis, C. M..........Fort Worth, Tex.
Day, J. C.............Springfield, Mo.
DeBerard, W. W..........Chicago, Ill.
Dennis, H. W.........Los Angeles, Cal.
Dobson, G. C..............Tulsa, Okla.
Dunlap, Robert M.........Chicago, Ill.

Edwards, G. G.............Ennis, Tex.
Eliot, W. M...............Dallas, Tex.
Ellsworth, C. E...........Austin, Tex.
Elrod, H. E...............Dallas, Tex.
Estes, Frank E.........Shreveport, La.

Fauntleroy, J. D......Fort Worth, Tex.
Finch, S. P...............Austin, Tex.
Fischer, W. A.........Fort Worth, Tex.
Frederickson, J. H......Houston, Tex.
Fretz, E. A.............Houston, Tex.
Friend, F. F..........Columbus, Ohio

Galbreath, A. W.........Parsons, Kans.
Gallagher, H. M.....New Orleans, La.
Glenn, R. V..........Fort Worth, Tex.
Grunsky, C. E......San Francisco, Cal.
Guerdrum, G. H......Kelly Field, Tex.
Gustafson, E. N........Bay City, Tex.

Harding, Robert J...San Antonio, Tex.
Harshbarger, E. L.......Houston, Tex.
Hawley, John B......Fort Worth, Tex.
Hedrick, W. C.............Dallas, Tex.
Helland, Hans.......San Antonio, Tex.
Helland, H. R. F.....Waxahachie, Tex.
Henny, D. C............Portland, Ore.
Henry, E. U............Houston, Tex.
Hidinger, L. L.........Memphis, Tenn.
Hollman, J. G........Camarasa, Spain
Horton, C. K..........Beaumont, Tex.
Hovey, Otis E..........New York City
Howard, C. J......Corpus Christi, Tex.
Howe, J. M.............Houston, Tex.
Howes, C. P..............Dallas, Tex.
Hoyt, J. C..........Washington, D. C.
Hudson, C. W..........New York City
Humphrey, Richard L..Philadelphia, Pa.

Jameson, R. O............Dallas, Tex.
Jonah, F. G.............St. Louis, Mo.
Jonas, H. F............Galveston, Tex.
Jouine, G. P. F..........Houston, Tex.
Jowers, G. M........San Antonio, Tex.
Juengst, H. F..........St. Joseph, Mo.
Junkersfeld, Peter........Boston, Mass.

Kearny, C. H.......San Antonio, Tex.
Kellersberger, A. C.......Houston, Tex.

Knowles, J. H............Houston, Tex.
Koch, O. H................Dallas, Tex.

Laboon, J. F............Pittsburgh, Pa.
Landreth, Olin H.......New York City
Lange, T. F..........New Orleans, La.
Lansdale, John..........Houston, Tex.
Lee, Don..................Dallas, Tex.
Livingston, H. B......San Benito, Tex.
Love, A. C.................Bryan, Tex.
Lyle, William T.........Houston, Tex.
Lytle, H. G...............Dallas, Tex.

Maclay, E. G............Houston, Tex.
McClendon, W. W..Mineral Wells, Tex.
McConnell, I. W.......New York City
McGrew, A. B.........Pittsburgh, Pa.
McMenimen, W. V.....New York City
McVea, J. C............Houston, Tex.
Mead, W. H..............Houston, Tex.
Miller, Paul B..........Houston, Tex.
Morey, E. F................Dallas, Tex.
Mutersbaugh, A. M...Lake Charles, La.
Myers, E. L...............Dallas, Tex.

Nagle, J. C........College Station, Tex.
Nash, J. P................Austin, Tex.
Norcross, P. H............Atlanta, Ga.
Norris, J. A..............Austin, Tex.
Noyes, E. N...............Dallas, Tex.

O'Hearn, J. L.............Dallas, Tex.

Palm, T. J.... ....Waco, Tex.
Peden, L. T.............Houston, Tex.
Pegram, George H......New York City
Pew, Arthur..............Atlanta, Ga.

Reed, R. J...........Los Angeles, Cal.
Richmond, Julian.......Yonkers, N. Y.
Rightor, F. E........San Antonio, Tex.
Roberts, H. N.........Longview, Tex.
Rockwell, William L.......Austin, Tex.
Rogers, Edwin H..West Newton, Mass.
Rollins, A. P.............Dallas, Tex.

Sands, E. E.............Houston, Tex.
Satterfield, R. P...........Dallas, Tex.
Scherer, C. L..........Beaumont, Tex.
Schneider, E. J.....San Francisco, Cal.
Schultz, Charles.......McKinney, Tex.
Seward, Oscar A., Jr...Beaumont, Tex.
Smith, S. M.............St. Louis, Mo.
Smith, T. L., Jr.........Houston, Tex.
Smith, Vernon H..........Dallas, Tex.
Stainer, M. A.........Fort Worth, Tex.
Stein, John B.........New York City
Stine, W. P.............Houston, Tex.
Stivers, A. D..............Dallas, Tex.
Struckmann, H.........New York City
Stuart, Francis Lee.....New York City
Stubbs, L. W...........Shreveport, La.
Sullivan, M. J...........Houston, Tex.
Swope, E. E...........Beaumont, Tex.

Talbot, A. N..............Urbana, Ill.
Tamm, Alfred.........Harlingen, Tex.
Taylor, T. U...............Austin, Tex.
Thatcher, W. N.........Houston, Tex.
Townsend, J. B.........Houston, Tex.
Tucker, James I..Oklahoma City, Okla.

Veatch, N. T., Jr.....Kansas City, Mo.
von Deesten, A. P......Galveston, Tex.
Von Zuben, F. J......Fort Worth, Tex.

Wall, Edward E.........St. Louis, Mo.
Warner, F. C.........Galveston, Tex.
Washington, W. O...Brownsville, Tex.
Wathen, B. S.............Dallas, Tex.
Webster, George S....Philadelphia, Pa.
Weymouth, F. E.........Denver, Colo.
Wheat, G. N........Rock Springs, Tex.
Wickline, G. G............Austin, Tex.
Williams, Gardner S..Ann Arbor, Mich.
Williford, C. L..........Houston, Tex.
Windrow, R. J............Austin, Tex.
Wise, Albert J..........Houston, Tex.
Witt, J. F................Dallas, Tex.

Youngs, W. C.........Livingston, Tex.

NEW ENGINEERING IDEALS

Address by Ira O. Baker, M. Am. Soc. C. E., at the Installation of the Purdue University Student Chapter, April 5th, 1921.

This meeting is to celebrate a new departure in the Civil Engineering Department. The innovation is chiefly significant because it is representative of new ideals recently adopted by the Engineering Profession. In the last few years there has been a rapid and radical change of attitude on the part of engineers as to the elements of education and character necessary for the highest professional success. In the early history of engineering, say a little over a generation ago, many engineers believed that it was impossible to teach in college anything valuable concerning the practice of engineering, but gradually the colleges demonstrated the falsity of this assumption, until in recent years the college graduate has nearly dominated the Engineering Profession. With the increased development of college education has crept in some unfortunate ideals, and recently there has been a general disposition of the Profession to change these standards. As evidence of this disposition, I cite four examples:

1.—A few years ago there was organized the American Association of Engineers, the purpose of which was to secure for engineers greater recognition, particularly in salary. The phenomenal growth in membership of this Association is proof that it promised to meet a long-felt need of many engineers.

2.—Until recently most of the National engineering societies had for their chief, if not their sole, aim the reading, discussion, and publication of technical papers, but recently most, if not all, of them have radically changed their purpose. Now they devote themselves also to other phases of the work of the engineer, such as his relations to financial interests, to labor problems, to governmental affairs.

3.—To carry out the new aims of the engineering societies just referred to, they have organized the Federated American Engineering Societies, the sole purpose of which is to give attention to the non-technical, or rather to the less technical, phases of engineering work. At the first meeting of the federated council, at the suggestion of its first President, Herbert C. Hoover, M. Am. Soc. C. E., it was decided that the engineers of the country should make a survey of representative industries to determine whether or not there were needless wastes, and to discover if these wastes could be eliminated. The proposition was one of wide vision and large possible benefit to this country, and even to the entire world. The first stages of this investigation are rapidly approaching completion, and give promise of fulfilling the high hopes with which the work was undertaken.

4.—In recent years, the consensus of opinion of the Engineering Profession has been that the engineer has failed to receive the recognition in society, in industry, and in Government that the time devoted to his professional preparation justifies and the importance of the matters committed to his charge demands. If the citizens of a town are called together to consider the installation of waterworks or a system of sewers, the lawyer and the doctor, the preacher and the editor have been called on for their views, but seldom under such circumstances has the engineer been asked to speak to his fellow citizens, even though the subject under consideration was primarily an engineering matter. Again, engineers quite

generally complain that the salary in their profession is not commensurate with that of the lawyer, the dentist, or the doctor. Further, engineers frequently call attention to the fact that although railroad commissions and public utilities commissions deal with matters relating primarily to engineering affairs, there is seldom, or never, an engineer appointed on such commissions, or on the Interstate Commerce Commission. These facts are part of the evidence that has led engineers during the last few years to attempt radically to change the status of the Profession; and the event we celebrate to-night is one part of that great movement.

If the innovation which we here celebrate is representative of a general movement in the Engineering Profession, it is perhaps well that we should inquire whether there is any corresponding change needed in the attitude of engineering educational institutions and of engineering students toward the factors necessary for the largest usefulness and widest success of the engineer.

Factors Necessary for Highest Engineering Success.

What are the most important elements that contribute to the success of an engineer? They can be included under five heads, namely: (1) technical ability; (2) breadth of knowledge; (3) initiative; (4) executive ability; and (5) ability to write and speak clearly and forcefully.

1.—Technical Ability.—Apparently, in the past at least, the chief aim of the engineer has been to perfect himself in technical details. Many, if not most, engineering instructors have been impressed with the magnitude of the field of engineering knowledge, and have given their best effort to imparting to their students what they believed to be the technical information needed in their future work. Therefore, the chief aim of the engineering student has been naturally, and almost universally, to acquire facts about his chosen profession.

I have just intimated that by common consent engineers have agreed that one of the mistakes in the past, both in college and out, has been that of considering the sole aim of the engineer to be the acquisition of technical details; and in various ways the Profession is now seeking to overcome this handicap.

What may the engineering student do to correct this mistake? First, he must be thoroughly convinced that the mere accumulation of technical information has little or no educational value. He should never overlook the fact that the power to observe closely, to reason correctly, and to state clearly are of vastly greater importance than any amount of technical information; and he should not forget that technical details without these qualities are absolutely useless. Technical details speedily get out of date; but these qualities are never out of date, and are always valuable whatever a man does.

Of course, there must be some intellectual development in the acquisition of technical information, but the student should continually seek to get the maximum intellectual development as he acquires technical facts. He should seek to understand the relations between the facts and fundamental principles, should inquire the reasons for the particular practice, and determine whether it is general or due to some limiting condition of time or cost. He should regard his study as a test of how quickly and certainly he can acquire the significant facts from the printed page, and in reciting he should take pains to see how clearly, fully, and orderly he can state his facts. In all his work he should seek to develop and strengthen his intellectual powers rather than merely to acquire facts.

Please do not misunderstand me at this point. Of course, the engineering student must study technical matter, for that is what distinguishes the engineer from other professional men; and his study is the instrument or the means by which he develops his intellectual faculties. However, the development of the mental powers is the most vital element in an education. It alone confers that power which masters all it touches, which can adapt old forms to new uses, or create new and better means of reaching old ends; and without this power the engineer cannot hope to practice his profession with any considerable chance of success. The formation of correct habits of thinking and working, habits of observing, of classifying, of investigating, of understanding, of getting clear and distinct ideas, of proving instead of guessing, of weighing evidence, and of doing thoroughly honest work, is a method of using that power economically. The power to acquire information, and the knowledge of how to use it, is of far greater value than any number of the most useful facts. I repeat that the accumulation of facts is practically worthless.

2.—Breadth of Knowledge.—The second factor I mentioned as necessary for the success of an engineer is breadth of knowledge. The engineer should understand at least some of the fundamentals of economic problems, of social conditions, of political questions, of legislative action, and know something of the subtle relations of labor and capital, of the factors affecting international trade, and of other questions that form the subject of the thinking and conversation of his business associates and other professional men. If the engineer is found seriously lacking in knowledge of these subjects, the layman considers him an ignorant man.

As a rule, almost without exception, engineering students have sought to give all their time to technical matters to the exclusion of the study of such subjects as language, history, economics, political science, and sociology. An engineer must live with other men, and in his ordinary conversation he will be judged largely by the breadth of his knowledge of matters social, industrial, and financial. If an engineer in ordinary conversation has no opinion concerning the leading vital questions of the day, as, for example, the relations of labor and capital, or the new Federal law concerning water-power development, or the questions pending before the National Railroad Labor Board, then intelligent men will not be interested in cultivating his acquaintance, and will conclude that he is not a man of force or vision, and consequently his position as an engineer, as a technical man, will suffer.

What can an engineering student do to broaden his knowledge outside of technical matters? Frankly, I say not very much while in college; but while still a student he can make up his mind that these matters are important, and he can begin by giving increased attention to such discussion of these subjects as he finds in the ordinary newspapers. At first, he will get only a confused idea from such reading; but by persistent effort the leading principles will gradually emerge from the haze, and he will begin to understand something about these questions. Incidentally, such reading will be of inestimable value in teaching him to weigh evidence, to sift the wheat from the straw, and to discriminate between truth and error.

Unfortunately, most of the engineering student's work at college has to do with absolute truth, and all he has been expected to do was to accept on faith the

principles stated. But when he gets out into actual life, he will find that the principles with which he has to deal are entangled with opposing views; and it will require great insight and patience and perseverance for him to acquire that point of view which he believes to be the wise or the correct one. However, the doing of this is itself a valuable part of any man's education, and particularly of an engineering student who has devoted most of his time to the study of absolute truth.

One of the best means of broadening his horizon is to read regularly and systematically a good technical journal; but an engineering student, in addition to keeping an eye on the less transient and less ephemeral articles of a good daily paper, should also read the political or governmental or financial articles in at least one of the standard monthly magazines.

3.—Initiative.—The third important factor in the preparation of an engineer is initiative. The most successful engineer must have the ability to devise new solutions of an old problem, the power to discover new methods of accomplishing results, the capacity to find ways and means without waiting to be told. Without the power of initiative, the power of self-direction, no one can hope to be trusted with large responsibility. Men who are at the head of large enterprises and who carry large responsibilities are always looking for those who have initiative; and not infrequently they choose the uneducated man, or perhaps I should say the unschooled man, who has the power of initiative, in preference to the college trained man who does not have it.

The student should understand that the highest object of a college training is to cultivate his intellectual powers and to develop such habits of working and thinking as will enable him to solve old problems in new ways and to discover new and better ways of doing work. The cultivation of the power of initiative, of self-reliance, of self-direction is the most important phase of a college education. If a student has a problem which baffles him, he should not be content to lay it aside with the expectation that the instructors will explain it at the next recitation; but he should regard such a problem as a challenge to his intellectual power, to his ability to overcome obstacles, and he should earnestly, even enthusiastically, wrestle with the difficulty until he has overcome it. Not infrequently the student says that he does not have time to wrestle with such problems, but that when he has been graduated, then he will cultivate that element of his character; but, unfortunately, after the student in the formative period of his life has postponed such contests, he loses the power that would come to him through a progressive wrestling with such problems, and finally loses even the desire to accept such a challenge. The student who "side-steps" such problems in college will continue to "side-step" them in after life, and thus will lose the opportunity for the largest success, and will become virtually only "a hewer of wood and a drawer of water" in the Engineering Profession.

Let me urge upon the students here to-night to accept the highest ideals of an engineering education as the first obligation they owe to their own future success; and I beg of you that you here solemnly resolve that you will not fail to use every possible opportunity to strengthen your power of initiative and self-reliance.

4.—Executive Ability.—The fourth important factor in the success of an engineer is executive ability, the ability to direct the work of others. A good execu-

tive is a man of initiative and self-reliance, but he is also one who understands other men, and who knows how to secure their hearty co-operation. This requires tact, patience, perseverance, courage, the ability to judge men, a knowledge of character, and an understanding of motives. The engineer does not usually give heed to these matters, and this is at least one reason why he is seldom advanced to the higher administrative positions. Administrative officials are always looking for men who will help them to carry their load, and the pay is invariably comparatively high because such men are relatively scarce. Many high-priced positions in the engineering field are held by non-engineers because no engineer could be found with the necessary executive ability.

How may an engineering student cultivate executive ability?

One way is to attend the meetings of the Student Chapter of the American Society of Civil Engineers, and rub elbows with other civil engineering students and learn to participate in team action. Study your fellow members to learn their characteristics, their motives, their methods, their points of view. A chief factor in the success of an executive is his ability to judge men, and the Student Chapter is a good place to cultivate this important element. Of course, in a fraternity one can learn something about his fellow students and study their characteristics, but not to so great an extent as in the Student Chapter, nor learn so much about the engineering traits of their character. Some of you may think this matter one of small importance, but I beg you to remember that our lives represent the sum total of all the influences that have acted upon us; and I assure you that those with whom we associate go far to determine our own character and ambitions, and also that the study we give to those we meet is an exceedingly important part of our own education. If we hope ever to occupy an executive position of responsibility and trust, we must use every opportunity to prepare for it. The work in the recitation room is of little or no help.

A second way to cultivate executive ability is to secure an office in the Student Chapter of the American Society of Engineers, and then discharge the duties of the office in an efficient manner. If one is elected President, he can exercise his judgment in the appointment of a Programme Committee that will function effectively; and he should use his generalship to secure a good attendance. At the meeting he has an opportunity to make a graceful introduction of the speaker, and later by a question or a suggestion he can often stimulate discussion of the paper. Or, if a student is appointed Chairman of the Programme Committee, he has opportunity to discover latent talent or to explain to the reluctant contributor the advantages of activity in an engineering society.

5.—Ability to Write and Speak.—Fifth, and last, I come to the consideration of one of the most serious mistakes, if not the most serious of all the mistakes, engineers have made in the past. The engineer, in college and also after graduation, has been so intent upon perfecting himself in technical details that he has neglected the means of communicating his thoughts by writing or speaking to his fellow men. The engineer, if he is to attain to any considerable prominence or influence in his community, must do business with other men, must explain plans, must write letters, must prepare contracts, must give testimony in Court, must write reports; unless he has acquired the ability to express his thoughts in clear and forceful English, he cannot influence others to accept his views, or convince

others that he is an intelligent or educated man. Other men are not able to judge him by his technical attainments, but do judge him by his ability in writing and speaking. Unless he uses clear and forceful language, others are likely to assume that he is an ignorant man, and consequently his professional standing suffers and his influence as a citizen is weakened.

Usually, the engineering student is considerably weaker in his use of language than most other college students, because the engineering student's work is largely drawing, mathematics, and design, and there is but little opportunity for cultivating the use of language in such work, while in most other courses the subject matter dealt with, and the manner in dealing with it, strengthens the capacity of the student in the use of his mother tongue. Further, the drafting room and the designing room and the technical lecture consumes so much of the student's time that he has much less opportunity than his fellow students to do assigned reading, and therefore loses its widening, broadening influence.

What, then, can the engineering student do to prepare himself in this important phase of engineering education? In the first place, it is unfortunate that some engineering instructors set bad examples to engineering students in the use of language. The instructor often has for his chief aim the presentation of technical facts, and pays little or no attention to the language or to the intellectual development of those under his charge. Because this is so, and because of the nature of the college work in engineering, the student is left mostly to his own resources in cultivating this important phase of his education. But if he does not develop the ability to speak felicitously, fluently, and forcefully before he leaves college, he is doomed to mediocre success. Therefore, he should watch his language in oral recitation, in written quizzes, and in examinations, and he should be exceedingly careful that he does not develop habits of looseness and confusion in his language. He should use his letters home and to his friends as means of cultivating one of the most important elements in the education of an engineer. Further, he should regard it as a privilege to present carefully prepared papers before the Student Chapter of the American Society of Civil Engineers. Again, he should attend the meetings of this Society and participate in the discussions of the papers in order that he may acquire facility in oral expression.

Let me repeat that I am very sure one of the most serious weaknesses in the education of most engineering students is their inability to use their mother tongue reasonably well. I will go one step further, and say that I firmly believe that some engineers by their crude, confused and incorrect speech discredit all engineers, and do much to prevent the recognition of engineering as a profession. Such men are in a large degree responsible for the low pay and lack of honorable recognition of engineers.

Of the five qualifications I have discussed, the ability to write and speak clearly and forcefully is the one most easily obtained and the one that is most important in its effect on the success of the engineer. That is a pretty strong statement, but in my opinion it is strictly true.

Illustration Cited.

Now let me tell one little story that illustrates two or three of the points I have attempted to make in this address, and then I am through.

A young man who had been graduated six or eight years from the civil engineering course of the University of Illinois, on the day he landed in New York on his return from military service in the World War, applied for engineering employment to a firm of bankers in New York City. He had no credentials, and no letter of introduction; but he secured employment on the spot. He was employed to make a canoe trip of 1 500 miles on a Canadian river in company with a British engineer, to investigate the possibilities of hydro-electric power and industrial development. He made the trip and submitted a report which was liked so well that it was sent to London without dotting an "i" or crossing a "t"; and what is more, the firm liked the report and the man so well that it immediately put him in charge of all its interests in one of the great States of the Middle West—electric railways, electric light plants, gasworks, water-works, and what not.

Shortly after getting the second appointment the young man wrote to me and said: "Unquestionably, the report got me this position; and I feel that I owe the report to the drubbings you gave me about my English. Anyway, I wrote a report that was liked, and now I ride in Pullmans, stop at the best hotels, and am in a position to tell a good many engineers what to do."

The young man gave all the credit to his report, but let us see. Evidently in the first place he had breadth of knowledge, for he knew to whom to apply for a job and unquestionably he selected the best firm in New York City for the object he had in mind. In the second place, he certainly had a pleasing personality, good manners, and good English, qualities which must be cultivated and which cannot be assumed when needed. He had not pursued electrical engineering, nor had he had any experience in hydro-electric power development, and he had no acquaintance with Canadian rivers or Canadian industrial conditions; but somehow he was selected for the job. Doubtless during the interview he convinced the banker that he was a man of initiative, self-reliance, energy, and breadth of view. The report which he wrote evidently showed the bankers that the young man had the ability to observe closely, analyze correctly and state clearly. Further, the banker doubtless thought the qualities which the young man showed in the interview and in the report would make him a useful employee in his present position. Clearly he was employed in both positions because of his intellectual ability and personal qualities rather than because of any technical facts he had in his notebook or on the tip of his tongue. In short, he was employed because during his college course, while studying engineering, he had developed his intellectual powers and acquired at least some of the main non-technical factors necessary for the largest engineering success; and I doubt not that the greatest of these factors was his ability to use clear, forceful English in common conversation and in a formal written report. Finally, however, let me remind you that this ability cannot be acquired except by the development of one's intellectual powers to a high degree. In other words, the language one uses is a sure index of the quality of his education.

In conclusion, then, I beg each of you to take an inventory of the methods you have been using, and of the ideals you have been pursuing; and if necessary, I beg that you readjust them to conform to the newer ideals of the Engineering Profession. May you have high ambitions for your future success, and then work hard to realize them.

ITEMS OF INTEREST

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax. A gift for research is a productive investment.

The Foundation is compiling a directory of the hydraulic laboratories of the United States, and is planning an investigation of industrial education and training. It undertakes useful researches which do not promise profits sufficient to tempt industrial organizations to undertake them, researches which should be made under disinterested auspices, and researches which lie outside the province of Government bureaus.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

Total Society Membership Now Exceeds 10 000

Due to the election of new members at the meeting of the Board of Direction held on April 25th, 1921, preceding the Annual Convention in Houston, Tex., the Society reached a total membership of 10 000 on May 3d, 1921. The present

membership is 10 010. On December 2d, 1920, the figure was 9 870, and the total membership as reported each month for the year 1921 is as follows:

January 6th	9 912
February 3d	9 874
March 3d	9 889
April 7th	9 971
May 5th	10 010

RECENT LAWS FOR THE REGISTRATION OF ENGINEERS

In addition to the eleven States with laws regulating the practice of engineering in some form, abstracts of which have already been published,* seven other States—Arizona, Indiana, Minnesota, North Carolina, New Jersey, Tennessee and West Virginia—now have license laws, and the Colorado and New York legislatures have approved new laws to amend the existing license laws of those States. The new Colorado bill was signed by the Governor on April 4th, 1921, and the New York bill was signed by Governor Miller on May 6th, 1921. A law for Pennsylvania has passed the legislature and has been sent to Governor Sproul for signature.

These new bills are based on Engineering Council's proposed uniform law,† and for the information of the membership the Indiana law is here reproduced in full, and the more important provisions in which this law and the similar laws in Arizona, Minnesota, North Carolina, New Jersey, and West Virginia are modifications of the proposed uniform law are indicated.

The important development in the situation in New York is the issue between corporations and practicing engineers. It has resulted in a protest by many prominent engineers against the amended form of the law as passed by the last legislature and submitted to the Governor. This protest, which was addressed to Governor Miller, is also reproduced, as it explains the issue and clearly expresses the arguments for and against the provision permitting corporations to practice engineering. The Governor signed the amended bill, however, and it is now the law of the State.

Indiana Licensing Law

Title.—An Act to regulate the practice of professional engineering and land surveying, to provide for the registration of professional engineers and land surveyors, and fixing a penalty.

Be it enacted by the General Assembly of the State of Indiana, that:

Section 1. Engineers and Surveyors to be Licensed.—In order to safeguard life, health and property, any person practicing or offering to practice professional engineering or land surveying in this State shall hereafter be required to submit evidence that he or she is qualified so to practice and shall be registered as hereinafter provided and from and after six months after this Act goes into effect, it shall be unlawful for any person to practice or offer to practice professional engineering or land surveying in this State, unless such person has been duly registered under the provisions of this Act.

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* *Proceedings*, Am. Soc. C. E., October, 1920, p. 767.

† *Proceedings*, Am. Soc. C. E., January, 1920, p. 32.

Section 2. Nothing in this Act shall be construed as requiring registration for the purpose of practicing professional engineering, or land surveying by an individual, firm or corporation on property owned or leased by said individual, firm or corporation unless the same involves the public safety or public health.

Section 3. Appointment of the Board.—To carry out the provisions of this Act, there is hereby created a State Board of Registration for professional engineers and land surveyors, herein called the "Board", consisting of five members who shall be appointed by the Governor within sixty days after this Act goes into effect. At least two members shall be professional engineers, and at least two members shall be land surveyors. The members of the first Board shall be appointed to serve for the following terms: Two members for one year; two members for two years; and one member for three years; said term ending on the first day of January of the succeeding years. On the expiration of each of the said terms the term of office of each newly appointed or reappointed member of the Board shall be for a period of three years and shall terminate on the first day of January. Each member shall hold over after the expiration of his term until the successor shall be duly appointed and qualified. The Governor may remove any member of the Board for misconduct, incompetence, or neglect of duty. Vacancies in the membership of the Board, however created, shall be filled by appointment by the Governor for the unexpired term.

Section 4. Qualifications and Expenses.—Each member of the Board shall be a citizen of the United States and a resident of this State at the time of his appointment. He shall have been engaged in the practice of his profession for at least ten years and shall have been in responsible charge of work for at least five years. He shall be a member in good standing of a recognized society of professional engineers or surveyors and except as provided in Section 5 shall be a registered professional engineer or a registered land surveyor. Each member of the Board shall receive ten dollars ($10) per day for attending sessions of the Board or of its committees, and for the time spent in necessary travel, and in addition, shall be reimbursed for all necessary traveling, incidental and clerical expenses incurred in carrying out the provisions of this Act.

Section 5. Powers of the Board.—Each member of the Board shall receive a certificate of appointment from the Governor, and before beginning his term of office he shall file with the Secretary of State an oath of office. Each member of the Board first created shall receive a certificate of registration under this Act from the Governor of this State. The Board or any committee thereof shall be entitled to the services of the Attorney General in connection with the affairs of the Board, and the Board shall have power to compel the attendance of witnesses, may administer oaths and may take testimony and proofs concerning all matters within its jurisdiction. The Board shall employ a competent secretary to be selected by the Board, but who shall not be a member of the Board. The Board shall adopt and have an official seal which shall be affixed to all certificates of registration granted; and shall make all by-laws and rules, not inconsistent with law, needed in performing its duty. Suitable office quarters shall be provided by the State for the use of the Board in the City of Indianapolis.

Section 6. Organization and Meetings of the Board.—The Board shall hold a meeting within thirty days after its members are first appointed, and thereafter

shall hold at least two regular meetings each year. Special meetings shall be held at such times as the by-laws of the Board may provide. Notice of all meetings shall be given in such manner as the by-laws may provide. The Board shall elect annually from its members a chairman and a vice-chairman. Three members of the Board shall constitute a quorum for the transaction of all business except as otherwise provided in Section 11.

Section 7. Receipts and Disbursements.—The Secretary of the Board shall receive and account for all moneys derived from the operation of this Act and shall pay them into the State treasury. Such funds shall be kept in a separate fund to be known as the "Fund of the Board of Registration for Professional Engineers and Land Surveyors", which fund shall be continued from year to year and shall be drawn against only for the purpose of this Act as herein provided, except that at the end of each fiscal year of the State of Indiana any excess above five thousand dollars ($5 000) in said fund shall revert to the common school fund of the State of Indiana. All expenses certified by the Board as properly and necessarily incurred in the discharge of its duties, including authorized compensations, shall be paid out of said fund on the warrant of the Auditor of the State issued on requisitions signed by the chairman and the secretary of the Board; provided, however, that at no time after this Act has been in effect shall the total of warrants issued exceed the total amount in said fund. The secretary of the Board shall give a surety bond by some surety company authorized to transact business in Indiana and conditioned upon the faithful performance of his duties. The premium on said bond shall be a proper and necessary expense of the Board.

Section 8. Records and Reports.—The Board shall keep a record of its proceedings and a register of all applicants for registration showing for each the date of application, name, age, education and other qualifications, place of business and place of residence, whether or not an examination was required and whether the applicant was rejected, or a certificate of registration granted, and the date of such action. A roster showing the names and places of business and of residences of all registered professional engineers and land surveyors, shall be prepared by the secretary of the Board before the first day of December of each year; such roster shall be printed by the State as other State reports are printed and shall be paid for out of the funds of the Board as provided in Section 7.

On the last day of each fiscal year of the State of Indiana, the Board shall submit to the Governor a report of its transactions for the preceding year, and shall file with the Secretary of State a copy of such report, together with a complete statement of the receipts and expenditures of the Board, attested by the affidavits of the chairman and the secretary, and a copy of the said roster of registered professional engineers and registered land surveyors.

Section 9. Applications for and Issuance of Certificates.—The Board shall, on application therefor, on prescribed form and the payment of a fee of twenty-five dollars ($25) issue a certificate of registration:

1.—To any person who submits evidence satisfactory to the Board that he or she is fully qualified to practice professional engineering or land surveying; or

2.—To any person who holds a like unexpired certificate of registration issued to him or her by proper authority in any State or territory of the United States, or in any province of Canada, in which the requirements for the registration of

professional engineers or land surveyors are of a standard satisfactory to the Board;

Provided, however, that no person shall be eligible for registration who is under twenty-five years of age, who is not a citizen of the United States or Canada, or who has not made declaration of his or her intention to become a citizen of the United States, who does not speak or write the English language, who is not of good moral character and repute, and who has not been actively engaged for six or more years in the practice of professional engineering, or land surveying, of character satisfactory to the Board; provided, however, that each year of teaching, or of study satisfactorily completed, of engineering in a school of engineering shall be considered as equivalent to one year of such active practice.

Unless disqualifying evidence be before the Board, the following facts established in the application shall be regarded as *prima facie* evidence satisfactory to the Board that the applicant is fully qualified to practice professional engineering or land surveying;

(*a*) Ten or more years of active engagement in professional engineering or land surveying work;

(*b*) Graduation, after a course of not less than four years in engineering, from a school or college approved by the Board as of satisfactory standing, and an additional four years of active engagement in professional engineering, or land surveying work.

Applicants for registration, in cases where the evidence originally presented in the application does not appear to the Board conclusive or warranting the issuance of a certificate, may present further evidence which may include the results of a required examination, for the consideration of the Board.

In case the Board denies the issuance of a certificate to an applicant, 60% of the registration fee deposited shall be returned by the Board to the applicant.

Certificates of registration shall expire on the last day of the month immediately following the expiration of the fiscal year in which they were issued or renewed, and shall be invalid after that date unless renewed. It shall be the duty of the secretary of the Board to notify by mail every person registered hereunder of the date of expiration of his certificate and the amount of the required fee for its renewal for one year; such notice should be mailed at least one month in advance of the date of the expiration of said certificate. Renewal may be effected at any time by the payment of a fee of ten dollars ($10) to the secretary of the Board, which payment shall be accredited to the funds of the fiscal year for which paid. The failure on the part of any registrant to renew his certificate annually as required above shall not deprive such person of the right of renewal thereafter, but the fee to be paid for the renewal of a certificate that has become invalid by failure to renew, shall be increased 10% for each month or a fraction of a month that payment for renewal is delayed; provided, however, that the maximum fee for delayed renewal shall not exceed twenty dollars ($20).

Section 10. At any time within one year after this Act goes into effect upon due application therefor and the payment of a fee of twenty-five dollars ($25), the Board shall issue a certificate of registration, as provided by Section 9, to any professional engineer or land surveyor who shall submit evidence under oath satisfactory to the Board that he is of good character, has been a resident

of the State of Indiana for at least one year immediately preceding the date of his application, and was practicing professional engineering or land surveying at the time that this Act became effective. After this Act shall have been in effect one year, the Board shall issue certificates of registration only as provided in Section 9 thereof.

Section 11. Revocation and Reissue of Certificates.—The Board shall have the power to revoke the certificate of registration of any professional engineer or land surveyor registered hereunder who is found guilty of any fraud or deceit in obtaining a certificate of registration or of gross negligence, incompetence, or misconduct in the practice of professional engineering or land surveying. Any person may prefer charges of such fraud, deceit, negligence, incompetence or misconduct against any professional engineer or land surveyor registered hereunder; such charges shall be in writing and sworn to by the complainant and submitted to the Board. Such charges, unless dismissed without hearing by the Board as unfounded or trivial, shall be heard and determined by the Board within three months after the date on which they are preferred. A time and place for such hearing shall be fixed by the Board. A copy of the charges, together with a notice of the time and place of hearing, shall be legally served on the accused at least thirty days before the date fixed for the hearing and in the event that such service cannot be effected thirty days before such hearing, then the date of hearing and determination shall be postponed as may be necessary to permit the carrying out of this condition. At said hearing the accused shall have the right to appear personally and by counsel and to cross-examine witnesses against him or her and to produce evidence and witnesses in his or her defense. If after said hearing four or more members of the Board vote in favor of finding the accused guilty of any fraud or deceit in obtaining a certificate or of gross negligence, incompetence or misconduct in the practice of professional engineering or land surveying, the Board shall revoke the certificate of registration of the accused.

The decision of the Board shall be subject to review in the Marion Circuit Court of Marion County, such appeal to be taken within six months after the day on which the order was made by the Board.

The Board may reissue a certificate of registration to any person whose certificate has been revoked, provided four or more members of the Board vote in favor of such reissue.

The Board shall immediately notify the Secretary of State of its findings as to the issuance, revocation or reissuance of certificates of registration.

A new certificate of registration to replace any certificate lost, destroyed or mutilated may be issued, subject to the rules and regulations of the Board. A charge of one dollar ($1) shall be made for such reissue.

Section 12. Significance of Certificate; Seals.—The issuance of a certificate of registration by this Board shall be evidence that the person named therein is entitled to all the rights and privileges of a registered professional engineer, or registered land surveyor while the said certificate remains unrevoked or unexpired.

Each registrant hereunder shall upon registration obtain a seal of the design authorized by the Board, bearing the registrant's name and the legend "Professional Engineer" or "Land Surveyor". Plans, specifications, plats, and reports issued by a registrant may be stamped with said seal during the life of registrant's

certificate, but it shall be unlawful for any one to stamp or seal any document with said seal after the certificate of the registrant named thereon has expired or has been revoked unless said certificate has been renewed or reissued.

Section 13. Unlawful Acts and Penalties.—Any person who after this Act has been in effect six months is not legally authorized to practice professional engineering or land surveying in this State according to the provisions of this Act and shall so practice or offer to practice in this State, except as provided in Section 14 of this Act, and any person presenting or attempting to file as his own the certificate of registration of another, or who shall give false or forged evidence of any kind to the Board, or to any member thereof, in obtaining a certificate of registration or who shall falsely impersonate any other practitioner of like or different name, or who shall use or attempt to use an expired or revoked certificate of registration, shall be guilty of a misdemeanor, and shall for each such offense of which he is convicted be punished by a fine of not less than one hundred dollars ($100) nor more than five hundred dollars ($500), or by imprisonment for three months, or by both fine and imprisonment.

Section 14. Exemptions.—The following shall be exempted from the provisions of this Act:

1.—Offering to practice in this State as a professional engineer or land surveyor, by any person not a resident of and having no established place of business in this State.

2.—Practice as a professional engineer, or land surveyor, in this State by any person not a resident of and having no established place of business in this State, or any person resident in this State, but whose arrival in this State is recent; provided, however, such a person shall have filed an application for registration as a professional engineer or a land surveyor and shall have paid the fee provided for in Section 9 of this Act. Such exemption shall continue for only such reasonable time as the Board requires in which to consider and grant or deny the said application for registration.

3.—Engaging in professional engineering or land surveying as an employee of a registered professional engineer, or a registered land surveyor, or as an enployee of a professional engineer, or a land surveyor, authorized by paragraph 2 of this Section.

4.—Practice of professional engineering and land surveying solely as an officer of the United States.

5.—Practice of professional engineering, or land surveying, solely as an employee or officer of this State or any political sub-division thereof at the time this Act becomes effective and thereafter only until the expiration of the then existing term of office of such employee.

6.—Practice of land surveying by a duly elected and qualified county surveyor of any county in the State of Indiana.

Section 15. Corporations or Partnerships.—A corporation or partnership may engage in the practice of professional engineering or land surveying in this State, provided the person or persons connected with such corporation or partnership in charge of the designing or supervision which constitutes such practice is or are registered as herein required of professional engineers and land surveyors. The same exemptions shall apply to corporations as apply to individuals under this Act.

Section 16. Land Surveying.—Land surveying as covered by this Act refers only to surveys for the determination of areas or for the establishment of land boundaries and the subdivision and platting of land. Nothing in this Act shall be construed as prohibiting registered professional engineers from making land surveys.

Section 17. All laws or parts of laws in conflict with the provisions of this Act are hereby repealed.

COMPARISON WITH ENGINEERING COUNCIL'S UNIFORM LAW.

The Indiana law differs from Engineering Council's recommended uniform law essentially as follows:

The Act regulates the practice of professional engineering and land surveying only—architecture is not included. The words "and fixing a penalty" are added to the title.

Section 1.—The time after which unlicensed practice is illegal is inserted as six months after the Act becomes effective.

Section 3. Appointment of the Board.—The Board of Registration consists of five, instead of seven, members—at least two professional engineers and two land surveyors, instead of three of the former and three architects. The requirement that not more than one member shall be from the same branch of the profession is omitted. The terms of the first appointments are modified, and three years instead of four is the regular period for holding office, beginning January 1st.

Section 4. Qualifications and Expenses.—Provides $10 per day as the recompense for members of the Board, in addition to traveling expenses.

Section 5. Powers of the Board.—A provision that the Board shall employ a competent secretary, not a member of the Board, is inserted.

Section 6. Organization and Meetings of the Board.—The Secretary is not elected from the members of the Board, and three members constitute a quorum instead of four, a proviso being added by reference to Section 11.

Section 7. Receipts and Disbursements.—The following provision in regard to drawing funds only for purposes of the Act is added:

"except that at the end of each fiscal year of the State of Indiana any excess above $5 000 in said fund shall revert to the common school fund of the State of Indiana".

Other minor changes in wording are made.

Section 8. Records and Reports.—The first day of December is specified as the date before which a roster of registered engineers and surveyors must be prepared each year by the Secretary of the Board, to be printed as other State reports are printed. The provision that copies must be sent to and filed by clerks of every incorporated city, town, or county in the State is omitted. The report must be submitted to the Governor on the last day of each fiscal year of the State of Indiana.

Section 9. Applications for and Issuance of Licenses.—A fee of $25 is specified. Provision (*c*) that full membership in certain National Societies establishes *prima facie* evidence of qualifications is omitted. All references to architects are omitted. Instead of returning the whole fee in case of denying the issuance of a certificate, only 60% is returned to the applicant. Certificates expire on the

last day of the month immediately following the expiration of the fiscal year, and renewal is effected by a payment of $10.

A new Section 10 is added, providing for registration of those in active practice at the time the law takes effect.

Section 11. Revocation and Reissue of Licenses.—Changed only in requiring a vote of four members of the Board, instead of five, to revoke or reissue certificates, making the decision subject to review by the Marion Circuit Court of Marion County, and in omitting the requirement that clerks of incorporated towns, etc., be notified.

Section 12. Significance of Certificate; Seals.—Changed only in specifying "professional engineer" instead of "registered professional engineer"; similarly for land surveyor.

Section 13. Unlawful Acts and Penalties.—Specifies a six months' time limit after going into effect, and omits reference to registered architects and the practice of architecture.

Section 14. Exemption.—Omits fifteen-day limiting paragraph, and adds the following to the exemption paragraphs:

"6.—Practice of land surveying by a duly elected and qualified county surveyor of any county in the State of Indiana."

Section 15 of the uniform law in regard to public work is omitted.

Section 16. Land Surveying.—The phrase "where such surveys are essential to engineering or architectural projects" is omitted.

Arizona Law Includes Assaying

The Arizona law regulates not only the practice of architecture, engineering, and land surveying, but also includes assaying. It was signed by the Governor on March 19th, and goes into effect on June 9th, 1921; licenses must be obtained six months thereafter. It is based on Engineering Council's uniform law, the principal modifications thereof being as follows:

To the title is added

"providing for the creation of a Board of Examiners and granting to said Board certain powers and prescribing its duties, and providing for the registration of and the issuance of certificates of registration to professional architects, assayers, engineers and land surveyors; repealing all Acts or parts of Acts in conflict herewith, and providing penalties for the violation of this Act."

In Sections 1 and 11, six months is prescribed as the time limit after which unlicensed practice is illegal.

Section 2.—The following is added to the exemptions as stated in the uniform bill:

"nor as requiring registration by any person who, prior to the time of the passage of this Act, was engaged in the practice of architecture, engineering, land surveying or assaying; provided, however, such person shall not represent himself as, or use the title of, 'Registered Architect', 'Registered Professional Engineer', 'Registered Land Surveyor' or 'Registered Assayer', unless such person is qualified by registration under this Act."

Section 3. Appointment of the Board.—Members of the Board must be residents of the State for three years immediately preceding appointment. The Governor

appoints six members, instead of seven, and the Dean or Acting Dean of the College of Mines and Engineering of the University of Arizona is *ex-officio* a member of the Board. Diversity of membership in the Board is provided for as follows:

"Each of the remaining six members of the Board shall be a professional architect, engineer or assayer, as defined in this Act, and it shall be incumbent upon the Governor to see that the Board is at all times made up of representatives of the greatest possible diversity of professions or vocations covered by this Act."

The terms of office are three years, instead of four, and the qualifications for membership are five years practice instead of ten (as required by Section 4 of the uniform bill), and an age limit of 35 years minimum is specified. The requirement for membership in recognized societies is omitted.

No specific allowance for compensation to members of the Board other than traveling expenses is made.

Section 7. Records and Reports.—The time for the preparation of a roster is not specified, and November 1st is given as the date for the report of the Board to the Governor.

Section 8.—Applications for and Issuance of Certificates.—A fee of $15.00 is specified for architects or engineers, and $10.00 for land surveyors or assayers. The following additional qualification paragraph is added:

"To any person who submits to the Board evidence that at the time of the passage of this Act he had been practicing as an architect, engineer, land surveyor or assayer for a period of three years prior to the date of the taking effect of this Act, and during said time had been a *bona fide* resident of the State of Arizona, and was still at the date of such application a resident of the State of Arizona."

The six year requirement for practice is reduced to three years, and the *prima facie* evidence is likewise reduced from ten years to three years in paragraph (*a*). In paragraph (*c*) the American Association of Engineers is added as a society membership in which is *prima facie* evidence. The limiting date of renewal is set as December 31st, and a $5 renewal fee is required.

Section 12. Exemptions.—The time limit of fifteen days in a calendar year for allowable practice of non-residents is raised to thirty days. Under Exemption 4, the following is added:

"or engaging, by a non-resident, in architectural, engineering, land surveying or assaying work as a fulltime employee of an individual, firm or corporation having an established business in this State, of any character, when such practice shall be temporary in character and in no event to exceed a period of ninety (90) days."

The following exemption paragraphs are added:

"Practice of architecture, engineering, land surveying or assaying by any person not a resident of and having no established place of business in this State, as a consulting associate of an architect, an engineer, a land surveyor or an assayer registered under the provisions of this Act; provided, the non-resident is qualified for such professional service in his own State or country.

"Designing or executing work of an architectural or engineering character by a person not an architect or an engineer; provided that such person does not represent himself as an architect or as an engineer; and provided further that on drawings, specifications or other documents prepared or issued by such person the title Architect or Engineer shall not be used, nor any other title which might imply that such person is an architect or an engineer."

Section 13. Corporations or Partnerships.—The word "responsible" is added, thus requiring only those in "responsible charge" to be licensed.

Section 14. Public Work.—The limit for Government projects is raised from $2 000 to $5 000.

The following sections are new:

"*Section 16.*—Any unrevoked or unexpired certificate of registration issued as provided in this Act shall be *prima facie* evidence in all courts and places that the person named therein is legally registered to practice in the State of Arizona.

"*Section 17.*—All words used herein importing the masculine gender may also imply as importing the feminine gender.

"*Section 18.*—Any part of this Act that may be found to be unconstitutional shall not invalidate any other portion of the Act nor the whole thereof."

Minnesota Law Permits Unlicensed Practice

The Minnesota law was approved on April 25th, 1921, and licenses must be obtained within six months after that date. It regulates the practice of architecture, engineering and land surveying, and, somewhat as in the Arizona law, practice by those who do not represent themselves to be registered is permitted; in addition, persons selected by public authorities to perform public work do not have to be registered. These provisions in detail are given in Section 2 as follows:

"*Section 2.*—Nothing in this Act shall be construed as requiring registration for the continuation of his practice by any person who prior to the passage of this Act resided in this State and practiced as an architect, as an engineer or as a land surveyor; provided, however, no person shall represent himself as, or use the title of, 'Registered Architect', 'Registered Professional Engineer', or 'Registered Land Surveyor', unless such person is qualified by registration under this Act; nor shall anything in this Act be construed as requiring registration by any person not an architect or an engineer who may engage in work of an architectural or engineering character; provided, that such person shall not represent himself as a registered architect or as a registered engineer; and provided further, that on drawings, specifications or other documents prepared or issued by such person, he shall not use the title 'Registered Architect' or 'Registered Engineer', or any other title implying that he is a registered architect or a registered engineer; nor shall anything in this Act be construed as requiring registration by any person selected by any municipality or other public authority to perform public work in the State of Minnesota."

Section 3. Appointment of the Board.—One of the seven members of the Board is required to be a registered land surveyor, and January 1st is specified for the beginning of terms of office.

Allowance for compensation of members of the Board at the rate of $10.00 per day, with traveling expenses, is made in Section 7, instead of Section 4.

Section 5. Powers of the Board.—The following is specified as part of the powers of the Board:

"and shall fix standards for determining the qualifications of applicants for certificates, which shall not exceed the requirements contained in the curriculum of a recognized school of architecture or engineering."

Section 6. Organization and Meetings of the Board.—Secretary is changed to secretary-treasurer.

Section 8. Records and Reports.—The roster is to be prepared in January, and the report to the Governor before February 1st.

Section 9. Application for and Issuance of Certificates.—A fee of $25.00 is specified for architects and engineers, and $10.00 for land surveyors. Four years' experience instead of six is prescribed for land surveyors. The phrase "the character of such work shall be equal to the standards fixed by the Board" is added, and the paragraphs on *prima facie* evidence are omitted. The following provisions are added:

"and in determining the qualifications of applicants for registration as land surveyors the affirmative vote of the land surveyor member and of one engineer of the Board, only, shall be required.

"Any person so qualified may be registered in two or all of the three professions covered by this Act; but the aggregate fee for such registration shall not exceed twenty-five ($25.00) Dollars."

The renewal fee is $5.00 for architects and engineers, and $2.00 for land surveyors, and renewal must be obtained during the month of December each year; late renewal fees are $7.00 and $3.00 respectively. The following is added:

"The aggregate fee for renewal of registration in two or three of the professions shall be the same as the single renewal fee for registration as an architect or an engineer."

"*Section 10. Revocation and Reissue of Certificates.*—The requirement that the Secretary of State and the clerks of cities, etc., must be notified is omitted.

Section 12. Unlawful Acts and Penalties.—The lower limit of the fine is made $50.00, instead of $100.00.

Section 13. Exemptions.—The time limit of fifteen days in a calendar year for allowable practice of non-residents is raised to thirty days, and practice by non-residents as "consulting associates" of registered practitioners is permitted.

The section of the uniform law relating to public work is omitted, and Section 15, defining land surveying, omits the sentence permitting engineers and architects to make surveys.

North Carolina Law for Engineers and Surveyors

The North Carolina law was approved on February 25th, 1921, and licenses must be obtained within twelve months after that date. It regulates the practice of engineering and land surveying only, and differs from Engineering Council's proposed uniform law principally as follows:

Section 3. Appointment of the Board.—The Board consists of five, instead of seven members; one must be a member of the engineering faculty of the North Carolina State College of Agriculture and Engineering, and one a member of the engineering faculty of the University of North Carolina. Not more than three members (instead of one) shall be from the same branch of engineering, and December 31st is specified as the end of the terms of office.

Section 4. Qualifications and Expenses.—The requirements for five years in responsible charge of work, for membership in a professional society, and for registered members are omitted. Compensation is prescribed at $10.00 per day.

Section 5. Powers of the Board.—Services of the Attorney General are not provided for, nor are any office quarters specified.

Section 6. Organization and Meetings of the Board.—A quorum is specified as three members, instead of two architects and two engineers.

Section 7. Receipts and Disbursements.—The provision that warrants must not exceed expenditures is not limited to one year.

Section 8. Records and Reports.—The roster is to be prepared in January, and the report to the Governor made on March 1st of each year.

Section 9. Applications for and Issuance of Certificates.—A fee of $25.00 is specified for engineers and $10.00 for surveyors. The following is added to the provisions regarding satisfactory evidence: "such evidence after January 1st, 1923, to include an examination, oral or written".

The following reciprocity provision is added:

"Provided, however, that the Engineering Registration Board of said States or territories shall grant full and equal reciprocal registration rights and privileges to North Carolina registrants."

The twenty-five year age limit is reduced to twenty-one years, and the requirement for a minimum of six years' practice is omitted. In the specified *prima facie* evidence, the number of years of practice is reduced from ten to five for engineers and three for surveyors, and the following is added:

"Provided, however, each year of teaching, or of study satisfactorily completed, in a college of standing satisfactory to the Board shall be considered as equivalent to one of such active practice: Provided, further, the period spent in the Army, Navy, Marine Corps, or other Government service of the United States in the late war by any student whose engineering education was interrupted by such service shall also be counted as equivalent to an equal period of active practice: Provided, however, application for registration is made within twelve months after the ratification of this Act."

Graduates in engineering are not required to have four years practice, as in paragraph (*b*) of the uniform law. Certificates expire on December 31st, must be renewed in January of each year, and the renewal fee is $5.00.

Section 10. Revocation and Reissue of Certificates.—A provision that the hearing of charges shall be held in the county in which said charges originated is added, and a unanimous vote (instead of five members) is required to revoke. Three or more, instead of five or more, are required to vote in favor of the reissue of a certificate, and no charge for replacing a lost certificate is specified.

Section 12. Unlawful Acts and Penalties.—The upper limit of $500 for the fine is omitted, as is also the provision regarding architects.

Section 13. Exemptions.—The time limit for allowable practice of non-residents is raised from fifteen days to thirty days in a calendar year, the words "or assistant" are added, and employees or assistants of non-resident engineers are also exempted. The following new paragraph is added:

"Practice of engineering or land surveying by any person not a resident of and having no established place of business in this State, as a consulting associate of an architect, engineer or a land surveyor registered under the provisions of this Act: Provided, the non-resident is qualified for such professional service in his own State or country."

Exemption No. 6 relating to employees of the State is omitted.

Section 15 relating to public work is omitted, and a new Section 17 declares the law to be effective on ratification—February 25th, 1921.

New Jersey Law for Engineers and Surveyors

The New Jersey law was approved on April 8th, 1921, and licenses must be obtained within two years after that date. It regulates the practice of engineering and land surveying, and differs from the proposed uniform law of Engineering Council principally as follows, the sections being renumbered:

Section 2. Appointment of the Board.—Five instead of seven is prescribed for the number of members of the Board, which is designated as the "State Board of Professional Engineers and Land Surveyors". The provision for three engineer and three architect members is omitted, the terms of the first members, which begin May 1st, 1921, are revised, and the regular term is increased from four to five years.

Section 3. Qualifications and Expenses.—No compensation, except traveling and clerical expenses, is prescribed.

Section 5. Organization and Meetings of the Board.—The Board is to elect a President, Vice-President, Secretary, and Treasurer, who hold office for one year. The Treasurer must give a bond; the Secretary need not be a member of the Board, and may receive a salary not to exceed $500 per year. A quorum shall consist of three members.

Section 6. Receipts and Disbursements.—The Treasurer is to receive and account for all funds, instead of the State Treasurer in a separate fund as provided in the uniform law. He must submit an itemized account to the Secretary of State within twenty days after the close of the Board's fiscal year. The following new provision is added:

"The Secretary of State shall be paid such fees for filing the report as are now paid for filing similar papers in his office. All surplus in the hands of the Board at the end of the fiscal year shall be paid to the State Treasurer."

Section 7. Records and Reports.—The roster is to be prepared in June of each year, and the requirements for a report to the Governor and for filing of the roster with the Secretary of State are omitted.

Section 8. Applications for and Issuance of Certificates.—A fee of $25.00 is specified, and $35.00 for the practice of both engineering and surveying. The District of Columbia is added and Canada is omitted from the list of States or countries licensed residents of which shall receive licenses. The minimum age limit is reduced from twenty-five to twenty-one years, and the requirement for active practice reduced from six years to four years for engineers and three years for surveyors, one year of responsible charge being required for engineers. The requirements of citizenship and mastery of the English language are omitted in the case of engineers, but prescribed for surveyors. Study in engineering schools is credited only for one half of the time spent—two years being considered equivalent to one year of active practice.

In the case of evidence considered as *prima facie* evidence "satisfactory to the Board", six years for engineers, one in responsible charge of work, and four years for surveyors are specified instead of ten years of active practice, but the land surveying work must be "of a character satisfactory to the Board". Graduates must have had one year in responsible charge to be licensed as engineers, and two years' practice in professional land surveying satisfactory to the Board to be

licensed as surveyors. The paragraph qualifying the members of National societies is omitted. The following new paragraphs are added:

"In determining the qualifications of applicants for license as Professional Engineers or Land Surveyors, character shall be given predominant weight and a majority vote of the members of the Board shall be required to pass upon the issuance of a license to any applicant.

"*Section 9.*—The said Board after examination or receiving other evidence of qualifications as provided by this Act, shall issue a license to the applicant therefor, certifying said applicant to have passed such examination or as being otherwise qualified to practice professional engineering and land surveying.

"Any person receiving such license shall cause the same to be recorded in the office of the Secretary of State, in a book to be kept for that purpose, and shall pay such recording fee as may be provided by law for the recording of similar documents."

Section 10 prescribes for renewal of licenses during the month of April for a fee of $1.00.

Section 11. Revocation and Reissue of Certificates.—Three (instead of five) members of the Board must vote in favor in order to revoke a license, but no specific vote is prescribed to reissue, which is permitted as follows:

"The Board may, under circumstances which to it seem proper, reissue a certificate of license to any person whose certificate has been revoked."

Notification of the Secretary of State is omitted, and a charge of $10.00 instead of $1.00 is made for the issuance of a new certificate to replace one lost, destroyed or mutilated.

Section 12. Significance of Certificates; Seals.—The word "Licensed" is used instead of "Registered" for the prescribed seals.

Section 13. Unlawful Acts and Penalties.—The reciprocal provision regarding practice of engineering and architecture is omitted.

Section 14. Exemptions.—Thirty days during a calendar year is prescribed as the limit for practice of non-residents without license. Residence in the State for less than three months is added to the provision requiring non-residents to apply for a license. "An employee or pupil of, or under the direction of" a licensed engineer or surveyor is exempt.

The section of the uniform law (Section 14) relating to practice by corporations is omitted.

Section 15. Public Works.—Two years after the Act goes into effect (instead of one) is prescribed, and the words "neither the State nor" are omitted in defining political divisions which must not engage in public work except by licensed engineers or surveyors.

Section 16. Land Surveying.—After defining land surveying, this section is revised as follows:

"Nothing in this Act shall be construed as prohibiting licensed professional engineers from making land surveys where such surveys are essential to engineering projects, nor as prohibiting any person from doing land surveying; provided he does not hold himself out to be a licensed land surveyor, and accept or receive compensation for such service."

The following definition of Professional Engineering is added:

"*Section 17. Professional Engineering.*—Professional Engineering as covered by this Act means the practice of the professional engineer who through technical

knowledge gained by education and experience in one or more branches of that Profession initiates, investigates, plans and directs the application of the resources of nature to the use and convenience of man; and who represents himself or herself to be such an engineer, either through the use of the term engineer with or without qualifying adjectives, or through the use of some other title implying that he or she is such an engineer."

West Virginia Law Regulates Practice of Engineering

The West Virginia law was approved on May 4th, becomes effective on July 26th, 1921, and licenses must be obtained within six months after the latter date. It regulates the practice of engineering only, and differs from Engineering Council's proposed uniform law principally as follows:

Men only are authorized to practice.

Section 2 is revised to read as follows:

"*Section 2.*—Nothing in this Act shall be construed as requiring registration by an individual, firm or corporation for the purpose of practicing engineering on property owned or leased by said individual, firm or corporation, nor as requiring registration by any person who prior to the time of the passage of this Act was engaged in the practice of engineering; provided, however, such person shall not represent himself as, or use the title of 'Registered Professional Engineer' unless such person is qualified by registration under this Act."

Section 3. Appointment of the Board.—The Board consists of five, instead of seven members, to be appointed by the Governor within thirty days. All members must be registered engineers, the members of the first Board to be appointed as follows: two for one year, two for two years, one for three years, these terms to end on June 30th. The Governor may remove any member of the Board at his "will and pleasure". This section provides that the office of the Board shall be at the Capitol.

Section 4. Qualifications and Expenses.—Members of the Board are required to have had at least five, instead of ten, years of active practice, and to have been in responsible charge of work for at least three, instead of five, years. Compensation at the rate of $10.00 per day is provided for in Section 7 instead of Section 4.

Section 6. Organization and Meetings of the Board.—A quorum is specified as three members, instead of two architects and two engineers.

Section 8. Records and Reports.—The roster is to be prepared in July, and the report to the Governor made on or before September 30th of each year.

Section 9. Applications for and Issuance of Certificates.—A fee of $20.00 is specified. The age limit is reduced from twenty-five to twenty-one years of age, and the American Association of Engineers is substituted for the American Institute of Architects. A majority vote only of the Board is required. Certificates of registration expire on June 30th, and renewal may be effected during the month of June by payment of a fee of $10.00.

Section 10. Revocation and Reissue of Certificates.—Three or more, instead of five or more, members of the Board are required to revoke or to reissue a certificate.

Section 12. Unlawful Acts and Penalties.—The provision for reciprocal practice of engineering and architecture is omitted.

Section 13. Exemptions.—The time limit for non-residents is raised from fifteen days to thirty days in a calendar year, and the following revisions and additions are made:

"(*e*).—Practice of engineering by any person not a resident of and having no established place of business in this State, as a consulting associate of an engineer registered under the provisions of this Act; provided, the non-resident is qualified for such professional service in his own State or country.

"(*f*).—Practice of engineering solely as an officer or as an employee of the United States or of a common carrier engaged in interstate business.

"(*g*).—Practice of engineering solely as an employee of this State or any political sub-division thereof, or of any corporation, firm or individual when such engineer's time is devoted exclusively to such employment, and such engineer does not offer his services to the public generally for hire.

"(*h*).—Any engineer who shall not represent himself as, or use the title of, 'Registered Professional Engineer', unless such person is qualified by registration under this Act."

Section 15 in regard to Public Work is omitted, as is also Section 16, which defines land surveying.

The New York License Law Situation

A critical situation has developed in New York State in the attempt of members of the State Board of Licensing, consisting of W. J. Wilgus, Chairman, Albert H. Hooker, H. G. Reist, P. E. Barbour, and Virgil M. Palmer, to amend the licensing law regulating the practice of professional engineering and land surveying. A bill, known as Senate Bill 147, designed to effect amendments to the existing law, was introduced in order to eliminate Section 39*k*, which permits non-engineers under the guise of corporations and unrestricted partnerships to practice professional engineering, to add a definition of engineering, and to provide for the renewal of licenses.

Later, a bill known as Senate Bill 147 716 was introduced, in which the definition of professional engineering was rephrased in a manner objectionable to the members of the Board, and the right of corporations and unrestricted partnerships to practice engineering was reaffirmed in language even stronger than in the existing act. This bill passed the Legislature and was signed by Governor Miller on May 6th, 1921.

Under date of April 14th, 1921, a letter was forwarded to Governor Miller requesting his veto of the amended bill. This letter was signed by forty-nine prominent engineers of New York, including the names of the following members of the Society: W. J. Wilgus, L. B. Stillwell, F. A. Molitor, D. L. Turner, Robert Ridgway, C. M. Holland, J. Waldo Smith, Arthur S. Tuttle, Robert H. Jacobs, George H. Pegram, J. A. L. Waddell, Thomas E. Brown, William H. Burr, W. S. Kinnear, S. Whinery, John F. Wallace, J. Vipond Davies, P. W. Henry, William Barclay Parsons, Charles W. Leavitt, J. P. Hogan, T. Kennard Thomson, George Gibbs, C. M. Ingersoll, H. DeB. Parsons, E. R. Hill, Merritt H. Smith, J. P. Hallihan, Howard C. Baird, Frank J. Sprague, Allen Hazen, W. E. Fuller, Malcolm Pirnie, Rudolph Hering, James B. French, Clemens Herschel, Sverre Dahm, George W. Fuller, H. N. Latey, John N. Myers, James H. Fuertes, O. H. Landreth, George A. Johnson, and Rudolph P. Miller. The following extracts from the letter explain the issue:

Discrimination Nullifies Intent of Law.

"*First*.—The opponents of the bill allege that the intent of the law is nullified in permitting groups of non-engineers—bankers or what-not—under the

guise of corporations, unrestricted partnerships and joint stock associations, indirectly to do those very things which the individual non-engineer is prohibited from doing; and, it may be added, to do those things which the qualified engineer may only do after he has had his technical and moral qualifications subjected to a searching examination and after he has paid the prescribed fee.

"The proponents of the bill fail to reply to this charge of discrimination, which would seem to have sufficient weight to warrant a veto of the bill on this point alone.

Divided Allegiance.

"Second.—The opponents consider that the bill sanctions a practice that easily may be made an immoral one, in permitting an aggregation of individuals, in whole or part non-engineers, to serve in the dual capacity of supposedly disinterested professional advisers to a client and at the same time as self-interested financiers, sellers or contractors in the execution and supervision of the work in connection with which such professional advice is given, such sanction being diametrically opposed to the universally recognized rule that the engineer shall not be personally interested, directly or indirectly, in a company with which he has relations on behalf of his employer or client.

"The proponents say that it is impossible to discover any serving in a dual capacity, in the simultaneous performance of 'the functions of design and of construction or in performing the function of design for one client and of construction for another * * *'. They have missed the point. What is viewed by us with alarm is the sanctioning of a condition under which an engineering corporation may have bankers, manufacturers and contractors on its board who may so dominate its policy as to influence its management, including its engineering employees, in the preparation of reports, plans, contracts and specifications and in the supervision of work, in such manner as to favor the outside interests of such directors to the injury of the client (the public). This is no idle fear. In the case of common carriers this practice of interlocking directorates is forbidden by law.

Loss of Professional Responsibility.

"Third.—The opponents feel that the professional engineer in the employ of an engineering corporation or unrestricted partnership, made up in whole or part of non-engineers, is relegated to a position of anonymity or that of the servant, relieving him of all professional responsibility to the client and placing him under the direction of those whose primary interest is a banker's or contractor's profit.

"The proponents mistake this point to mean that were it to have weight, even the independent engineer could not employ assistants, which, of course, is not the case. The professional engineer who signs a report or an engineering plan or specification is personally responsible. The engineer who works for an engineering corporation controlled by bankers or contractors is responsible only to the corporation upon which no equivalent responsibility is imposed by the State.

Violation of Codes of Ethics.

"Fourth.—The opponents assert that conditions are permitted under which a group, constituted in whole or in part of non-engineers, with impunity may violate the codes of ethics which have been adopted by various professional societies for the guidance of their members and for the protection of the public.

"The proponents of the bill do not reply to this, and it is therefore to be inferred that it is unanswerable. Corporations are free blatantly to advertise and to solicit patronage, while independent engineers are restrained from doing so either by good taste or by professional ethics. In fact, there are well known instances of practices by engineering corporations and unrestricted partnerships which are in direct violation of the professional ethics to which some of their officers or members in their individual capacities have subscribed. This is unfair

to the independent engineer and destructive of that high respect for the profession which is of public concern.

Inferiority Compared With Other States.

"*Fifth.*—The opponents call attention to the fact that the holder of a license issued by this State is placed on a plane inferior to that existing in seven of the ten other States of the Union in which licenses to practice the profession are now required, and on a plane inferior to that existing in Canada.

"The proponents of the bill avoid touching on this feature and, consequently, may be assumed to find it unanswerable. It places licensees in this State at a distinct disadvantage when applying for the right to practice elsewhere. As time goes on, and more States adhere to the view which we advocate, the status of the engineers of New York will become increasingly unenviable, unless we set our faces against the practice of engineering by corporations and unrestricted partnerships, made up in whole or in part of non-engineers.

Lowering Dignity of Profession.

Sixth.—The opponents state that the dignity and standing of the profession of engineering is lowered by legalizing that which, in the Penal Law and other laws of the State, is stamped as illegal in the cases of law, medicine, dentistry, veterinary surgery and nursing.

"The proponents admit that this point of view would to a certain extent apply if engineering resembled the other professions named; but they say that while law deals with rights and medicine with life, engineering has to do with materials and occupies a field to a high degree less personal than the fields of law and medicine and, inferentially, less than the fields of dentistry, nursing and veterinary surgery.

"If this were true it should be frankly admitted that engineering is a trade devoted solely to money getting, and not a profession in the true meaning of the term, animated by an impartial spirit of service in instructing, guiding and advising others.

"It may be safely assumed that engineers generally will not accept this low valuation placed upon them by the proponents and will not submitt to the charge that they are the servants of economics or business, submitted invariably to the test and the involvements of commercial costs. The engineer in directing the forces of nature for the use and benefit of man is a leader in the highest sense and a trustee of the savings entrusted to him by his client, the public. He must be as faithful to the principles of justice and as observant of the sacredness of human life as members of the other professions. In fact, the very purpose of the license law is to serve these ends.

"If it is true, as asserted by the proponents, that the ethics of engineering revolve about a different axis from the ethics of Law and Medicine, it is high time that engineers took a stand against the practice of their profession by corporations which have such a low conception of its obligations.

Detrimental to Public Interest.

"*Seventh.*—The opponents consider that the bill is detrimental to public welfare in that it tends to force engineers in independent practice to abandon their purely professional work and affiliate with contracting or banking organizations, thus depriving the public of the disinterested and effective service of the men who hitherto have been chiefly responsible for the progress of the engineering art.

"The proponents' reply to this is to the effect that it is desirable and necessary, in the public interest, that the engineer who is identified with the creating of large and complicated projects shall associate himself with monied and business groups, in order that he may have greater pecuniary and legal responsibility, especially in connection with cost-plus (assured profit) contracts for

which a special plea is made, and in order that he may be better fitted for commanding a force of specialists.

"From a policy of this kind, with no inhibition on interlocking directorates as in the case of common carriers, organizations are to be expected in which the engineer shares with his non-engineer associates in the distribution of his purely professional fee, and in addition shares in the bankers', manufacturers' or contractors' profits flowing from the execution of the work which he initiates, investigates, plans and directs.

"It would seem that merely to state this proposition is to condemn it as utterly opposed to public interest. No man can even-handedly serve two or more masters; neither is wealth a necessary possession of the professional man in giving efficient and honorable service to his fellows, no matter how large or complicated may be the problem.

"The proponents of the bill themselves have raised several points which require answers:

Financial Loss to Existing Organizations.

"It is stated that the elimination from the license law of the clause that permits corporations and unrestricted partnerships to practice engineering would put existing concerns of that nature into the hands of receivers.

"It is, of course, understood that partnerships embracing engineers only will in no manner be affected, any more than they are so affected in the other States of the Union where there is no special reference to this matter in their license laws. Several engineers united in a partnership from which non-engineers are excluded naturally have the right to refer to themselves in the plural sense if they are properly licensed. It is the unrestricted partnerships embracing non-engineers as well as engineers that, in company with engineering corporations and joint stock associations, would have to effect changes on or before May, 1922. This would not necessarily mean receiverships. Where there is a will there is a way to bring about the separation of professional and business functions without financial hardship.

"The opponents of the bill have no desire to prevent any proper professional practice by engineers eligible to license under the existing law. On the contrary, they seek not only to protect the public and the profession by definitely fixing responsibility, but also to secure for all professional engineers a just recognition and prevent the exploitation of the profession by banking or commercial interests.

Changes in "Model Bill".

"The proponents affirm that the position taken by the opponents is contrary to the provisions of the Model Bill (so-called) of Engineering Council, and the impression is given that in so doing the opponents of the bill are running counter to the engineering sentiment of the country.

"That the so-called Model Bill in all particulars is not to be considered as sacrosanct is proven by the proponents' own many departures from its provisions; by dissimilarities in the drafting of license bills in the other States; and by the action of the American Institute of Consulting Engineers, the New York Chapter of the American Society of Civil Engineers and the New York Chapter and State Assembly of the American Association of Engineers, in voicing their protest against the provision that sanctions the practicing of engineering by non-engineers.

"It should be realized that the so-called Model Bill is the product of a few minds, acting in committee, and that it has not been considered in detail and passed upon by the society memberships. The engineering societies above named, we believe, are the only ones which have taken action since the issue of Senate Bill 147 716 was raised in this State. If this bill be now vetoed and time thus afforded for investigation and action by other National and State engineering societies, we regard it as practically certain that a great majority of the mem-

bership of every professional engineering society will be found in opposition to the bill.

CONCLUSION.

"In bringing this letter to a close it would seem pertinent to quote as follows from N. J. Ware's 'The Creative Ideal':

" 'Our common characteristic is that we are all, in greater or less degree, creators. And our protest is against the increasing dominance of those who are merely owners and exploiters. What we experience is a renaissance of the creative spirit trying to throw off the spirit of the nineteenth century, the spirit of possession. * * * What is the difference between building a church and preaching in it? The difference is simple, of course. In the case of the professions, control has remained in the hands of the creator and reward has remained a by-product of service. In the case of business, control has long since passed out of the hands of the producer, master, journeyman, artist, inventor, and into the hands of the owner *per se,* the exploiter, the speculator, and service has become the handmaiden of profit. * * *

" 'The professional classes—the physician, the clergyman, the teacher, the librarian, the journalist—are increasingly conscious of the pressure. The architect cannot fail to see the unmistakable link between his enforced idleness of the past two years, when building was urgently needed, and the amazing revelations of the Lockwood Committee in New York State that all construction materials are controlled by small groups in the interest of neither housing, nor general business, nor the public, nor the community, nor even their own *reasonable* benefit, but for their own extraordinary, incredible, manifold, skyrocketing profit. The engineer, in the face of evident and needed projects for liberating vast forces of nature for the use of mankind, has long felt the oppression of pathetic dependence on the financier's O. K., judged by the latter not in terms of service, not even in terms of profit to himself, but of *sufficiently great* profit. And herein lies the issue around which the new and better world will recrystallize.' "

The Amendments to the New York Law

In spite of the foregoing appeal for the veto of the amended Act passed by the New York legislature, Governor Miller signed the revised bill on May 6th, 1921, to take effect on that date. The principal revisions of the previous law* are as follows:

The second paragraph of Section 37, which provides that licenses are not necessary for individuals, firms or corporations for practice connected with property owned or leased by them unless the same involves the public safety or health, is omitted.

In Section 38 the words "or as soon as possible thereafter", are added to the requirement that the State Board of Licensing shall be appointed by the Regents of the University of the State of New York within 60 days after the Act becomes effective.

In Section 39 the following provision is inserted: "Each member of the Board first created shall receive a certificate of license under this Act from the Regents of this State, and thereafter appointees to the Board shall be licensed professional engineers" to amplify the similar provision in the original Section 39-*a*.

Section 39-d. Records and Reports.—The word "license" is substituted for "registration"; the roster is to be prepared in January, instead of December, of each year; and a new provision that a copy is to be mailed to each licensee is added.

* Printed in full in *Proceedings,* Am. Soc. C. E., May, 1920, p. 484.

Section 39-e. Applications for and Issuance of Certificates.—A clause in regard to the fee for licenses is inserted, as follows: "Except as hereinafter provided". The requirement that the applicant must have had responsible charge of work as assistant for at least one year in addition to four or more years of practice, is omitted.

The provision for the issuance of a certificate to persons who hold like certificates from other States is revised as follows:

"2.—To any person who holds an unexpired certificate of license issued to him or her by a legally constituted board of examiners in the District of Columbia or in any State or territory of the United States in which the requirements for the license or registration of professional engineers or land surveyors are of a standard not lower than those prescribed in this State, provided that an agreement of reciprocity in the matter of indorsement of such certificates of license shall have been entered into between the Regents of the University of the State of New York, the Board of Examiners of this State and the like duly constituted authorities in the District of Columbia or in any other State or territory of the United States."

The following new section provides for the renewal of certificates:

"*Section 39-g. Expiration and Renewal of Certificates.*—Such certificates shall expire on the last day of the month of December following their issuance or renewal, and shall become invalid on that date unless renewed; provided, however, that certificates issued between December 1st and December 31st in any year shall not expire until December 31st of the year following. It shall be the duty of the Secretary of the Board to notify by mail every person licensed hereunder of the date of the expiration of his or her certificate, and the amount of the fee required for its renewal for one year; and such notice shall be mailed at least one month in advance of the date of the expiration of said certificate. Renewal may be effected at any time during the month of December by the payment of a fee of $1.00 to the Secretary of the Board. The failure on the part of any licensee to renew his certificate annually in the month of December as required above shall not deprive such person of the right of renewal thereafter, but the fee to be paid for the renewal of a certificate after the month of December shall be increased 10% for each month or a fraction of a month that payment for renewal is delayed; provided, however, that the maximum fee for a delayed renewal shall not exceed twice the normal fee."

Section 39-h. Revocation and Reissue of Certificates.—This is Section 39-*g* of the original law, revised by changing the requirement that the Regents shall immediately notify the clerk of each incorporated city, town, village, and county of the revocation or reissuance to read that notification shall be made within thirty days to the clerk of each county only. The charge of $1.00 for the reissuance of a lost, destroyed, or mutilated certificate is raised to $10.00.

Section 39-k. Exemptions.—This is Section 39-*j* of the original Act, except that practice of non-residents having no established place of business in the State is exempted "when such practice does not aggregate more than thirty days in any calendar year" (which is a new provision) provided that they are legally qualified for such practice in their own State or country, the further requirement "where the necessary qualifications for which in said State or country meet the requirements of the Board of Regents" being omitted. Practice as a "pupil or under the direction of" licensed engineers or land surveyors is permitted by the new Act.

Section 39-k. Corporations or Partnerships.—This section is omitted, and replaced by the provisions of Section 39-*o* as follows:

"*Section 39-o. Construction of this Article.*—Nothing herein shall apply to a corporation, partnership or joint-stock association, provided the person or persons carrying on the actual practice of engineering on behalf of such corporations, partnerships or joint-stock associations shall be licensed engineers, and nothing in this Article shall be construed to apply to the preparation or execution of designs, drawings, plans or specifications for the construction or installation of machinery or apparatus constructed or installed by the corporation, partnership or joint-stock association preparing such designs, drawings, plans or specifications if the supervision of the preparation of any such designs, drawings, plans or specifications, construction or installation shall be under the general direction of a licensed engineer, and nothing in this Article shall be construed as prohibiting licensed professional engineers from making land surveys, where such surveys are essential to engineering projects, nor as prohibiting any person from surveying land in parcels more than one acre in area when the same is not within the boundaries of cities or incorporated villages, provided such person does not represent or hold himself out as being a licensed land surveyor."

The section on land surveying is revised as follows:

"*Section 39-m. Land Surveying.*—Land surveying for the purposes of this article means the survey of areas for their correct determination and description, and for conveyancing when that is involved, or for the establishment or re-establishment of land boundaries and the plotting of lands and subdivisions thereof."

The following Section 39-*n* has been added to define Professional Engineering:

"*Section 39-n. Professional Engineering.*—A person practices Professional Engineering within the meaning and intent of this Article, except as hereinafter stated, who holds himself out as able to do, or who does, the work that an engineer does in the planning, designing, constructing, inspecting and supervising of engineering work, or appliances involved in public or private projects, or in making investigations for proposed engineering projects."

This definition of Professional Engineering replaces the definition submitted by members of the State Board of Licensing in the original amendment, as follows:

"*Section 39-n. Professional Engineering.*—Professional Engineering as governed by this Act means the practice of the Professional Engineer who through technical knowledge gained by education and experience in one or more branches of that Profession initiates, investigates, plans and directs the application of the resources of nature to the use and convenience of man; and who represents himself or herself to be such an Engineer, either through the use of the term Engineer with or without qualifying adjectives, or through the use of some other title implying that he or she is such an Engineer."

IMPORTANT CHANGE IN PUBLICATIONS

Beginning with the August, 1921, issue, papers and discussions accepted for publication by the Society will be published in *Proceedings,* the size of type page to be $4\frac{1}{2}$ by $7\frac{1}{2}$ in., instead of $4\frac{3}{4}$ by $7\frac{1}{2}$ in., as at present. The next volume of *Transactions* (Vol. LXXXIV) is to include the papers printed with *Proceedings* from August, 1920, to May, 1921, inclusive, together with all discussion thereon.

The foregoing action was taken, on the recommendation of the Publication Committee, by unanimous vote of the Board of Direction at a meeting held in Houston, Tex., on April 26th, 1921.* The publication of papers and discussions in pamphlet form will, therefore, be discontinued.

* See page 462.

BRIEF NOTES

The State of Connecticut, in order to make the motor laws quite clear to every one using its roads, has erected at various important points large painted billboards stating in detail what the motor laws of the State mean when translated into plain English.

The best available data on the strength and related properties of metals and alloys have been collected and published by the U. S. Bureau of Standards in *Circular No. 101.* It includes the tensile strength, proportional limit, percentage of elongation in 2 in., percentage of reduction of area, Brinell and scleroscope hardness of such materials as iron, carbon steel, alloy steels, wire and wire rope, semi-steel, aluminum, copper, etc. In addition, figures are given in some cases for the compressive and shearing strengths and moduli of rupture.

For the first eight weeks of 1921 orders received from the seven associations of the National Lumber Manufacturers Association were 8% in excess of the timber cut for the same period. The total shipments, although not so large as the orders received, exceeded the production by 5 per cent. The total production for this period was 945 106 500 ft. B. M., and the orders were for 1 016 236 358 ft. B. M. These figures represent approximately 50% of normal.

Each year the steam railroads of the United States replace worn tracks with 1 500 000 tons of new rails. In other words, enough old rails are discarded to build a single-track road 10 600 miles long, and if those rails were rolled into a continuous rod 1 in. in diameter it would be long enough to wind around the equator 9½ times. This immense quantity of scrap metal is not allowed to go to waste, but is worked into many forms—round, square, or hexagonal bars, flats for steel tires, small angle-bars—before it ultimately reaches the furnaces for remelting.

After several years of experimentation, the firm of Krupps in Germany has succeeded in perfecting a process by which large percentages of fuel can be recovered from cinders. This process makes use of the magnetic property which resides in the cinders because of the compounds of iron which they contain. It is stated that in this manner, in the form of coke, no less than 25% of the weight of the cinders can be recovered. Since there is usually an annual consumption of about 100 000 000 tons of coal in Germany, yielding 20 000 000 tons of cinders, the recovery by this process, if generally adopted, might amount to a total of 5 000 000 tons of fuel.

The State Department of Health of New Jersey has been conducting an investigation to determine the effect of the discharge of sewage into the ocean on the quality of water at bathing beaches. The results indicate that the effluent travels approximately parallel to the shore, that the ocean water rapidly dilutes or oxidizes it, and that the surface film of effluent ultimately reaches the surf only after such great dilution that it is of higher bacterial standard than surf water where there are numerous bathers.

The Central Government of China is showing great interest in road building. The Ministry of the Interior, which has charge of highway projects in conjunction with provincial officials, is considering a bill concerning highway development for presentation to the new Parliament. Much road construction work is being conducted in connection with the famine relief work, whereby the recipients

render compensation for the food furnished them and thus contribute to the permanent betterment of China's transportation facilities.

The old method of finding the extent to which a rail has been worn under traffic by taking it out of the road and weighing it, is superseded by the use of a mould of the rail from which a tracing can be made and the weight calculated. A British engineer has introduced the use of plasticine for making the mould and has patented a simple form of nut-cracker apparatus for rapidly obtaining these moulds. They are placed with a piece of sensitized paper in a printing frame, and the area of the photograph thus produced is found by a planimeter, and the weight of the rail calculated.

Owing to the impossibility of finding suitable aggregates and water for concrete along the route of a new highway under construction from Casper to Salt Creek, Wyo., a casting plant has been established at Casper, where these ingredients are available. Slabs about 16 ft. wide, with a thickness of 6½ in., are cast and transported to the road. About 6 miles of highway have been constructed in this manner. The slabs are of reinforced concrete, the reinforcement being used to strengthen the slab for transportation, they weigh 6 300 lb. each, and are cured for 30 days under proper curing conditions before being placed.

The Board of Trustees of the Armour Institute of Technology has announced the appointment of Howard M. Raymond as Acting President of that Institution, to fill temporarily the vacancy caused by the death of Dr. F. W. Gunsaulus. Acting President Raymond is a graduate of the University of Michigan, and is well known professionally throughout the Middle West. He has been connected with the Institute for the past twenty-six years, and has served as Dean of Engineering since 1903.

ACTIVITIES OF LOCAL SECTIONS*

Ninety-Sixth Regular Meeting of the San Francisco Section

The Ninety-sixth Regular Meeting of the San Francisco Section was held at the Engineers' Club on April 19th, 1921; President F. R. Muhs in the chair; N. A. Bowers, Secretary; and 75 members and guests present.

Mr. T. H. Means, Chairman of the Legislative Committee, reported the activities of that Committee, and stated that Messrs. Galloway and Wadsworth had appeared for the Section before the State Legislative Committee which had the Marshall plan under consideration.

Mr. N. D. Baker reported for the Excursion Committee that the Sacramento River inspection trip had been attended by 126 members and guests, who started at Colusa on April 3d for an all-day boat trip down the Sacramento River. In acknowledgment of his hospitality, Mr. F. D. Monckton, owner of the dredge *America,* was presented with a silk banner bearing the monogram of the San Francisco Section and a suitable inscription.

The Section was urged strongly to oppose the passage of the State Assembly Bill No. 1 300, which would abolish the inspection of steam boilers in the State. A resolution disapproving the bill was read and referred to the Legislative Committee with power to act.

President Muhs, in calling attention to the Annual Convention of the Parent Society at Houston, Tex., outlined the work done by the Committee on Referred Amendments, and called on Mr. E. J. Schneider, a member of that Committee, for a brief report. Mr. Schneider reviewed the proceedings of the Committee and explained the features of the proposed revised Constitution. The following resolution was duly moved, seconded and unanimously carried:

"*Resolved:* That the San Francisco Section of the American Society of Civil Engineers in regular meeting assembled on the nineteenth day of April, 1921, after open discussion of the proposed Constitution and By-Laws of the Society submitted by the Committee on Referred Amendments, hereby records its general approval of the document as published, without prejudice to amendment in minor particulars, and extends its unqualified commendation to the Committee for its painstaking and eminently practical efforts to simplify and strengthen the fundamental law of the Society."

On motion of Mr. W. L. Huber, the following resolution was also unanimously carried:

"*Resolved:* By the San Francisco Section of the American Society of Civil Engineers that the members of the Section are dissatisfied with the present form of *Proceedings* and of current papers and discussions; and that the Secretary of the Section be instructed to express to the Board of Direction and to the Publication Committee of the Parent Society the dissatisfaction of the membership of the Section and to request that *Proceedings,* current papers and discussions be issued in a form similar to that so successfully used prior to August, 1920, and that the change be made at an early date."

President Muhs announced as a Committee on Society Affairs, Messrs. H. H. Wadsworth, Chairman, E. T. Thurston, and A. J. Grier, and as the Excursion Committee Messrs. N. D. Baker, Chairman, E. L. Cope, and R. A. Monroe.

* For list of Local Sections, Officers, Meetings, etc., see p. 554.

The speaker of the evening, Mr. W. L. Huber, addressed the Section on the subject of "Hydro-Electric Developments of the Southern Sierras System." His address was devoted principally to the extensive hydro-electric developments of the Southern Sierras Power Company and its related company, the Nevada California Power Company, and was illustrated by lantern slides including some of the finest views of the High Sierras. He discussed the unusual conditions of stream flow encountered on streams fed almost exclusively from drainage basins of extremely high elevation, and the difficulties and problems of construction and operation in some of the most remote and inaccessible regions of the West, enlivening his talk by many interesting and humorous incidents. In closing, Mr. Huber paid tribute to the work of Mr. C. O. Poole, Chief Engineer of the System since its inception.

Regular Meeting of Cincinnati Section

A regular meeting of the Cincinnati Section was held at the Engineers' Club on April 4th, 1921; President E. D. Gilman in the chair; A. M. Westenhoff, Secretary; and 12 members present.

A report of the committee appointed to make a recommendation regarding the proposed revised Constitution of the Parent Society, recommending that it is not desirable to request the Committee on Referred Amendments to consider a reduction from the present representation of District No. 1, was read. The report was accepted.

The Committee on Affiliation with the Engineers' Club of Cincinnati reported progress and urged affiliation. After extensive discussion, it was regularly moved, seconded and carried that the Cincinnati Section affiliate with the Engineers' Club of Cincinnati, and that the officers of the Section take the proper steps to consummate such action.

It was duly moved, seconded and carried that a membership committee be appointed, and President Dilman appointed Messrs. M. B. Case, Chairman, R. W. Bame, and C. I. Grimm.

The election of the following officers was announced:

President, E. D. Gilman; Vice-President, G. M. Braune; Secretary-Treasurer, A. M. Westenhoff.

The President reappointed as a Programme Committee Messrs. E. I. Brown, Chairman, G. M. Braune, and G. D. Brooke.

The speaker of the evening, Mr. William Hall, described in detail the Ohio River improvements, including many interesting points in connection with the design and construction of a large number of dams across the Ohio River.

Regular Meeting of Colorado Section

The 117th Regular Meeting of the Colorado Section was held at the Shirley Hotel on April 11th, 1921; President O. T. Reedy in the chair; John S. Means, Secretary; and 14 members and 3 guests present.

Letters from Senators and Congressmen in reply to the letter concerning the appointment of an engineer to the Interstate Commerce Commission sent in accordance with previous action of the Section, were read. A communication from

E. B. Cushing, Chairman of the Local Committee of Arrangements for the 1921 Annual Convention at Houston, Tex., was read, and President Reedy urged all who could to attend the Convention.

The Chairman of the Committee on Classification and Compensation of Engineers reported progress.

The speaker of the evening, Mr. Stanley H. Browne, of the American Gas Accumulator Company, described the use of intermittent signal devices, illustrating his address by numerous pictures and lantern slides. He explained the block signal system used in England and France, many of the elaborate lighthouses in use in Europe and other foreign countries, the operation of buoys, and the adaptation of the lighthouse principle to highway and traffic signals.

Among the interesting facts stated by Mr. Browne are the following: The average lighthouse costs about $1 000 000; lighthouses, in general, flash out the Morse code; lighthouse lenses are made abroad; the largest lighthouse is in Hawaii; in the United States there are nineteen lighthouse districts, all of which are east of Iowa. The strength of the new bullet-proof glass to be used in road and traffic signals was demonstrated by dropping on the floor, hammering it with metal, and other severe tests. In conclusion, Mr. Browne stated that an effort was being made by the Company to place on top of Pike's Peak a huge flashing signal to throw rays of light for 150 miles.

Annual Meeting of Louisiana Section

The Annual Meeting of the Louisiana Section was held in New Orleans, La., on April 13th, 1921; President A. T. Dusenbury in the chair; E. F. Deléry, Secretary; and 10 members present.

The election of the following officers was announced:

President, Ole K. Olsen; Second Vice-President, E. H. Coleman; Secretary, F. A. Muth; Treasurer, C. N. Bott; members of the Board of Direction, Messrs. A. M. Shaw and A. T. Dusenbury.

The following resolution, on motion, duly seconded, and unanimously carried, was ordered to be sent to the Annual Convention of the Parent Society at Houston, Tex., April 27th–30th, 1921, and read from the floor:

"*Whereas,* it appears to be generally recognized that the present Constitution of the American Society of Civil Engineers has been outgrown by the Society; and

"*Whereas,* several past efforts for its improvement have met with defeat largely because of differences of opinion on relatively unimportant details in the proposed amended Constitutions; and

"*Whereas,* there is now before the Society an amended Constitution and By-Laws which in its main essentials is a distinct improvement upon the existing Constitution; now, therefore,

"*Be it Resolved:* That the Louisiana Section of the American Society of Civil Engineers in Annual Meeting assembled hereby endorses and approves the proposed amended Constitution and By-Laws, and recommends to the Annual Convention to be held in Houston, Tex., on April 27th, 28th, and 29th, 1921, that the said amended Constitution and By-Laws be passed to letter-ballot."

A letter from Acting Secretary H. S. Crocker of the Parent Society relative to the need of an official directory of engineers, similar to "Who's Who in America",

was read. It was the unanimous opinion that there was no need for this publication, and the Secretary was instructed to notify Acting Secretary Crocker to that effect.

Regular Meeting of Duluth Section

A regular meeting of the Duluth Section was held on April 18th, 1921; Vice-President J. L. Pickles in the chair; W. G. Zimmermann, Secretary; and 21 members and 1 guest present.

Mr. C. de B. Christie, Chairman of the Committee on the Appointment of an Engineer on the Interstate Commerce Commission, submitted a report which, on motion, duly seconded and carried, was adopted.

A letter from Acting Secretary H. S. Crocker on the relation of the Society to the American Engineering Standards Committee, was read, and referred to a committee consisting of Messrs. Hawley, Bryan, and Ayres.

A letter from the American Institute of Consulting Engineers in regard to the licensing bill before the New York State Legislature was referred to a committee consisting of Messrs. Coe, Taylor, and Darling.

A copy of the resolution received from the Portland Section in regard to the publication of technical papers and discussions in *Proceedings* was read. On motion, duly seconded and carried, the Secretary was instructed to prepare a similar resolution and send it to the Board of Direction of the Parent Society.

The speaker of the evening, John I. Quinn, M. Am. Soc. C. E., Bridge Engineer of St. Louis County, Minnesota, presented a brief address on the work done by that County in highway bridge construction during the past two years.

Regular Meeting of Pittsburgh Section

A regular meeting of the Pittsburgh Section was held on March 21st, 1921; Vice-President J. N. Chester in the chair; Nathan Schein, Secretary; and present, also, 40 members.

A committee appointed to study the proposed National Water Power Act and the Committee on External Relations reported progress.

Mr. C. S. Davis offered the following resolution, which was duly seconded and unanimously carried:

"*Whereas,* the Mayor of the City of Pittsburgh on March 15th, 1921, summarily dismissed Mr. N. S. Sprague from the position of Chief Engineer of the Bureau of Engineering of said City; and

"*Whereas,* said position was held by Mr. Sprague for a period of fourteen years with credit to the city, the Profession and himself, as shown and demonstrated by the work accomplished under his supervision during the period of his incumbency; now, therefore,

"*Be It Resolved:* That the Pittsburgh Section of the American Society of Civil Engineers express its confidence in the professional ability and integrity of Mr. N. S. Sprague; and

"*Be It Further Resolved:* That his dismissal should not be construed as reflecting upon his professional ability and reputation; and

"*Be It Further Resolved:* That a copy of this Resolution be sent to the Parent Society with the request that it be placed in the records and published in the *Proceedings,* and that copies be sent to Mr. N. S. Sprague, Mayor E. V. Babcock, the City Council, and the local press."

Mr. Davis presented the report of the Committee appointed to examine the proposed Act to Regulate the Practice of Professional Engineering and Land Surveying in the State of Pennsylvania, which concluded with the following recommendations:

"1.—The term 'Engineer' should be defined.

"2.—Section 3 states that after a certain date it shall be unlawful for any person to practice or offer to practice professional engineering. A study should be made to ascertain if this should be extended to include 'firm or corporation'.

"3.—All members of the Board should be Professional Engineers.

"4.—The Secretary should not be a member of the Board.

"5.—Branches of engineering should be defined.

"6.—A quorum of the Board should consist of not less than four members.

"7.—Provisions should be made to furnish copies of the roster to all Registered Engineers and Land Surveyors and to others desiring copies.

"8.—A yearly fee should be required to keep a license in force.

"9.—Foreign engineers should be required to pay an annual fee.

"10.—Registered Engineers and Land Surveyors should be limited to citizens of the United States and Canada.

"11.—All plans, plats and reports should be required to be stamped with the seal of the Registered Engineer or Land Surveyor preparing the same.

"*Recommendations:* That the Pittsburgh Section send a representative to Harrisburg to work with delegates from other sections of the State to amend the Act as suggested in this report, and to support the Act as amended along this line."

It was moved, seconded, and unanimously carried that the report be accepted, and Mr. Davis was named as the delegate to go to Harrisburg, Pa., as recommended.

B. F. Groat, M. Am. Soc. C. E., addressed the Section on the subject of "Code of Ethics and Professional Standards". The address was favorably received, and the Executive Committee ordered that it be sent to the Parent Society with the request that it be published in *Proceedings*.

ACTIVITIES OF STUDENT CHAPTERS*

Installation of Purdue University Student Chapter

The formal installation of the Purdue University Student Chapter of the Society took place at a banquet in the Hotel Fowler, La Fayette, Ind., on April 5th, 1921; 108 members of the Purdue Society of Civil Engineers were present, and automatically became charter members of the new Chapter. Dean A. A. Potter, of the School of Engineering, Dr. W. E. Stone, President of the University, the heads of other Engineering Departments, and the Presidents of the Student Professional Societies, were present as guests.

Dr. W. K. Hatt, Head of the School of Civil Engineering, as toastmaster for the evening, presented in the opening address a short history of the Purdue Society of Civil Engineers and its accomplishments, and a summary of the circumstances leading to the formation of a Student Chapter of the American Society of Civil Engineers. President Stone and Dean Potter responded to toasts, each emphasizing the new obligations that should be assumed by engineers in public life, and the need for engineers in public office. Dean Potter expressed his satisfaction at the advance made by the civil engineering students in joining a National organization.

* For list of Student Chapters, Officers, etc., see p. 557.

Ira O. Baker, M. Am. Soc. C. E., Head of the Civil Engineering Department of the University of Illinois, delivered the address of the evening, on the subject "New Engineering Ideals",* which was received with great appreciation.

Short addresses of welcome were made by the Presidents of the Student Chapters of the American Institute of Electrical Engineers and the American Society of Mechanical Engineers, and Mr. D. A. Leach, President of the new Student Chapter of the American Society of Civil Engineers, gave a short resumé of the advantages offered to members by affiliation with National organizations.

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* Reproduced in full on p. 510.

ENGINEERING SOCIETIES SERVICE BUREAU

An Engineering Societies Service Bureau was established December 1st, 1918, as an activity of Engineering Council, managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. The Bureau is co-operating with engineering organizations in all parts of the country. It is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register with this Bureau should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Service Bureau, First Floor, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings,* copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

JUNIOR ENGINEER AND DECK OFFICER, U. S. Coast and Geodetic Survey, examination July 6th and 7th, 1921; entrance salary $2 000 per year, increased to $2 240 after one month if service is satisfactory. About 50 vacancies are to be filled from eligibles resulting from this examination; after a probationary period of six months, successful appointees will be commissioned by the President at a salary of $2 500. Subjects and weights: (1) mathematics, including trigonometry, analytics, mechanics, and calculus, 15; (2) practical computations, 20; (3) modern language, 10; (4) astronomy, especially determination of latitude, longitude, time, and azimuth, and use of field instruments, 20; (5) physics—optics, magnetism, etc.—15; (6) surveying, plane and geodetic, 20. Time allowed, two days of six hours each: (1), (2), and (3) on the first day and (4), (5), and (6) on the second. Slide rule allowed and logarithmic tables furnished. Prerequisite: Graduation from college, university, or technical school of recognized standing with degree of B. S. in Civil Engineering, or C. E. Physical examination required, also photograph on day of examination.

ASSISTANT OR ASSOCIATE PROFESSOR. Must be technical graduate with successful teaching and practical experience. Position open September, 1921. Location Northwest. X–399.

THREE INSTRUCTORS; teaching experience desirable, but not essential. Should have had some experience in practice of civil engineering. Duties will cover subjects of surveying, hydraulic laboratory, testing materials laboratory, sanitary engineering. Position open September 1st. Location Middle West. X–448.

SALESMEN, to sell building proposition as a side line. Men traveling in New England, Middle West, Middle Atlantic States, and the South with a steady position and clientele preferred. Men selling in New York City also considered. Write for appointment. Salary-commission basis. X–457.

SURVEYOR DRAFTSMAN FOR FOREST SERVICE. The field surveying involved is the work of land classification, reconnaissance of the National Forest resources, outlining boundaries of land claims where considerable precision is required, making surveys for road location, supervising construction, and the like. Duties as draftsman are much more than those ordinarily required of draftsmen, and include supervision or field inspection of both surveying and mapping done by estimating crews. Purpose of combining the two positions is to provide that the employee shall be able to compile the field data during the winter months on finished maps and thereby insure constant employment, and not merely seasonal, as surveying work alone often is. Eligibles are expected to have general qualifications outlined, and selection is largely determined by training and experience required in the particular position to be filled. Location Washington, D. C. X–458.

TWO OR THREE INSPECTORS for steel water pipe, qualified to pass on quality of riveting, caulking and assembling of riveted joints. Should be experienced, preferably in steel tank work or boiler work, and will be used as field inspectors. Location, Michigan. X–480.

ASSISTANT PROFESSOR OF CIVIL ENGINEERING to teach mechanical drawing, surveying and courses in railway and highway engineering, his services to begin about the middle of next September. Should be graduate of course in Civil Engineering and possibly not over thirty-five years old, and should have some teaching and some practical experience. Location South. X–482.

MEN AVAILABLE

CIVIL ENGINEER, college graduate, seventeen years of practical experience in design and construction of power developments, shops, industrial plant, housing propositions, sewer and water lines, purchase of materials, reports and appraisal work. Highest references. Location immaterial. CE–150.

CIVIL ENGINEER, Assoc. M. Am. Soc. C. E., graduate, married. Ten years' high grade experience; nine years' responsible charge, city and county engineering design, construction, investigations, surveys; one and one-fourth years' railroad maintenance-of-way surveys; four years' draftsman and designer, structural steel and industrial plant maintenance, steel frame and reinforced concrete structures, coal and ore handling machinery and storage, producer gas and steam power plants. Responsible charge more or less for about one and one-half years. Permanent position desired. Location North Central States. CE–151.

CONSTRUCTION OR RESIDENT ENGINEER, age 35; Assoc. M. Am. Soc. C. E. Fifteen years' experience on hydro-electric developments, pneumatic caissons, heavy concrete foundations, power houses, sub-stations, factory buildings, etc. Technical graduate. Willing to go anywhere; available at once. CE–152.

ENGINEER EXECUTIVE, twelve years' experience in railroad and building construction. For past four years and at present time employed by steel shipbuilding company as plant engineer in charge of design, construction, equipment and maintenance of yard and buildings. Work has included: Construction of reinforced concrete shipways, warehouse, office buildings, and steel crane runways, structures supported by reinforced concrete or timber pile foundations, also several heavy timber pile piers and concrete bulkheads; superintendence of erection of several thousand tons of structural steel and large capacity cranes and complete finishing and furnishing of electrical, heating and plumbing installations for buildings; equipment and maintenance of shops and buildings; large dredging operations, including hydraulic fill. Prefers connection with progressive concern as sales engineer for materials in reinforced concrete construction, or as executive with contractor doing large work in reinforced concrete building construction. CE–153.

FOREIGN REPRESENTATIVE. A Member of the Society, formerly general attaché of German legation at Washington, D. C., who speaks French, Spanish, Italian, Swedish, English and German, wants to represent in Berlin and Europe American interests of American manufacturer or patents of American concern. CE–154.

CONSTRUCTION ENGINEER, Assoc. M. Am. Soc. C. E., technical graduate, age 35. Twelve years' experience on projects of considerable magnitude. Excellent references, capable executive and organizer. Hydro-electric, hydraulic fill, sewer, roads, paving, municipal, and contracting experience. Open for immediate engagement with contracting or engineering firm. CE–155.

CIVIL ENGINEER GRADUATE; twenty years' broad practical engineering and contracting experience on water-works, sewers, highways, hydraulics and general engineering, with utility holding companies, consulting engineers and contractors in investigations, design, construction, appraisals. Will consider any proposition, engineering or associated work. Excellent references from all with whom ever associated. Prefer Middle Atlantic States for permanency. Eastern interview. CE–156.

EXECUTIVE ENGINEER; graduate with eleven years' engineering, sales development and purchasing experience throughout the world and with office facilities in New York, can undertake New York representation, or commissions requiring not more than half time. Cost-plus or commission basis. M. Am. Soc. C. E., and Am. Inst. M. E. Married; age 33. CE–157.

EXPERT STRUCTURAL ENGINEER wishes position in charge of structural department with leading architect, engineer or industrial corporation in New York City. CE–158.

SALES ENGINEER with an established office in New York City and extensive acquaintance in the Metropolitan District among contractors and architects, with whom he is keeping in constant touch, desires to represent manufacturer interested in reaching this trade personally. CE–159.

ASSOCIATE MEMBER Am. Soc. C. E., age 33; graduate engineer desires position as an executive engineer, city manager, county engineer, city engineer, resident or field engineer with some State Highway Department. Large surveying and estimating experience; also construction. Was Major of Engineers in the late war, rising from the grade of 1st Lieut.; good organizer, not afraid of work. Must have work, for financial depression has affected him seriously. CE–160.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

June 1st, 1921.—8.00 P. M.—A regular business meeting of the Society will be held, the programme for which will be announced later.

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes announced by the New York Section* are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

REGULATIONS FOR STUDENT CHAPTERS

1.—A Student Chapter in affiliation with the American Society of Civil Engineers, composed of students of schools of engineering of recognized reputation, may be organized upon favorable vote by the Board of Direction. The name of such an affiliated society shall be "The............................† Student Chapter of the American Society of Civil Engineers."

2.—The qualifications required of a proposed Student Chapter shall include:

(*a*).—An organization of students in an engineering school of high standing;

(*b*).—The endorsement of the application by the head of the civil engineering department;

(*c*).—A minimum membership of twenty students.

3.—Each Student Chapter shall establish its own rules of government and procedure, which shall conform with any regulations which may be formulated by the American Society of Civil Engineers. It is also intended that each Student Chapter shall control the occurrence and character of its own meetings; but the American Society of Civil Engineers desires especially to aid in promoting the success and value of student chapters by frequent consultations and advice, as well as by arranging for speakers, on request, whose addresses will broadly supplement

* *Proceedings*, Am. Soc. C. E., November, 1920, p. 868.

† Insert the name of the educational institution at which the particular student chapter is situated; for example, "Stanford University".

the class-work of the members. Each Student Chapter is authorized to communicate direct with the Local Section or local members in whose territory it is situated, to arrange for speakers and for other co-operation.

4.—Each Student Chapter shall submit an annual report, not later than the last day of December of each year, which shall include

(*a*).—A summary statement of the meetings held during the calendar year; giving the date of each, the attendance, the principal speaker and his subject, and other pertinent information;

(*b*).—Names of the officers, and of the members by classes, at the date of the report.

5.—Any address or paper read before a Student Chapter may be offered for publication to the American Society of Civil Engineers under the general provisions established for this procedure, and shall be submitted to the Board of Direction when requested by the said Board or when such Chapter desires to publish it in a local journal or elsewhere; it being understood that the privilege of priority in publication exists in the American Society of Civil Engineers, though the Society claims no exclusive copyright upon such papers.

6.—The annual dues of each Student Chapter shall be $10.00 per year, which, under provisions approved by the Board of Direction, shall entitle it to the following:

(*a*).—A copy of each issue of the *Proceedings* of the American Society of Civil Engineers and of all papers;

(*b*).—The opportunity to publish notices of its chapter activities, etc., in publications of the American Society of Civil Engineers;

(*c*).—The active co-operation of the American Society of Civil Engineers in advancing the interests of each Student Chapter by contributing (from its organization, membership, and experience) such service as may be mutually arranged.

The annual dues shall apply to the current fiscal year and shall be payable in advance, due January 1st. The Secretary of the American Society of Civil Engineers shall send out bills for dues each December for the following year. Student Chapters admitted on or after July 1st of each year shall pay $5.00 only for the balance of the current fiscal year.

7.—Among the privileges offered to the members of Student Chapters are:

(*a*).—Individual subscription to the *Proceedings* of the American Society of Civil Engineers at a special price of $3.00 per year;

(*b*).—To receive at cost, on request, copies of such separate papers as may be printed in pamphlet form;

(*c*).—To use on all official stationery the special official emblem, prescribed in Section 8;

(*d*).—A membership card, of special design, prescribed in Section 9, to be issued annually;

(*e*).—The right to attend the meetings and accompany inspection trips and excursions arranged for members of the American Society of Civil Engineers;

(*f*).—Provision for the publication of requests for summer employment during the college course, or for permanent engagement after graduation, on such terms as the Board of Direction may prescribe; and

(*g*).—The opportunity to hear, on special occasions, speakers whose personal experiences qualify them to speak with authority upon the many questions which are of particular importance to the student during his college course.

8.—The official emblem for stationery for Student Chapters shall be in strict accord with a standard design, as prescribed by the Board of Direction.

9.—The membership cards shall be supplied and signed by the Secretary of the American Society of Civil Engineers, in accordance with official annual lists furnished by the Secretaries of the Student Chapters.

10.—Applications for admission of Student Chapters to the American Society of Civil Engineers shall be in the following form:

....
(Place.)

....
(Date.)

"To the Board of Direction,
American Society of Civil Engineers.

"Gentlemen: The.............................hereby make application for affiliation with the American Society of Civil Engineers as a Student Chapter, under the terms prescribed by the Board of Direction.

"In regard to the qualifications required of a proposed Student Chapter, we submit the following:

"(*a*).—This..............is composed of............................
(Seniors, Juniors, Sophomores, Freshmen.)
.... It was organized.........................
(Date.)

"(*b*).—Our application for affiliation is herewith endorsed by..........
................Head of the Department of Civil Engineering.

"(*c*).—There are at present........active members of this organization.
(Number.)

Respectfully yours,

....
Secretary.

"Endorsed:

....
"Head of Civil Engineering Department.

....
"Name of Educational Institution."

11.—A Student Chapter may be disbanded upon the approval of the Board of Direction provided its annual dues for the current calendar year have been paid.

The Board of Direction may discontinue a Student Chapter if its annual dues are not paid promptly, or if it becomes inactive, or if its continuance is considered not for the best interest of the Society.

RULES ADOPTED BY THE BOARD OF DIRECTION FOR THE USE OF THE ADDRESSOGRAPH AND MAILING LIST OF THE SOCIETY

The following rules were adopted by the Board of Direction at its meeting of November 9th, 1920, for the use of the Addressograph and Mailing List of the Society:

1.—The Addressograph shall be used by the Secretary only in the routine of the issuance of Society matter and for the issuance of notices of joint meetings of this and other societies.

2.—The Mailing List shall be furnished by the Secretary:

(*a*) To Local Sections of the Society free of charge for legitimate use by them in relation to Society matters, and

(*b*) To individual members of the Society at cost price for their communication with the membership regarding Society affairs.

3.—Neither Mailing List nor the use of the Addressograph shall be furnished to any one for commercial or advertising purposes.

4.—In the difficulty of prescribing rules to cover each case that may arise in the future, the Secretary is authorized to use his discretion regarding each application as to whether it is in accordance with the spirit of the rules here outlined.

5.—These rules shall be published in the *Proceedings* of the Society so that all members may have an equal chance to avail themselves of the advantages of the use of the Mailing List.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1921.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper, and the discussions and closure distributed in pamphlet form.

All manuscripts submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication and with the paper in the volumes of *Transactions*.

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 36 of the Year Book for 1921.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section, Organized 1905.

Frederick R. Muhs, President; Nathan A. Bowers, Secretary-Treasurer, 531 Rialto Building, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section, Organized 1908.

Oliver T. Reedy, President; John S. Means, Secretary-Treasurer, 1574 Marion Street, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section, Organized 1912.

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the last Monday of each month, at 12.30 P. M., to which visiting members of the Society are welcome.

Baltimore Section, Organized 1914.

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section, Organized 1921.

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section, Organized 1921.

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Meetings are held at the rooms of the Engineers' Club of Columbus in the Southern Hotel. The Annual Meeting is held on the second Friday of November and at least two other meetings are held each year the dates of which are designated by the Board of Direction of the Section.

Cincinnati Section, Organized 1920.

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 13 East Third Street, Cincinnati, Ohio.

Cleveland Section, Organized 1914.

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the Rooms of the Cleveland Engineering Society, Hotel Statler. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section, Organized 1919.

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section, Organized 1916.

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section, Organized 1916.

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 2001 Sixteenth Street, N. W., Washington, D. C.

Duluth Section, Organized 1917.

W. A. Clark, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section, Organized 1916.

Charles B. Burdick, President; W. D. Gerber, Secretary-Treasurer, 913 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section, Organized 1920.

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Los Angeles Section, Organized 1914.

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Louisiana Section, Organized 1914.

Ole K. Olsen, President; F. A. Muth, Secretary, 224 Custom House Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nashville Section, Organized 1921.

Arthur J. Dyer, President; Granbery Jackson, Secretary-Treasurer, 220 Capitol Boulevard, Nashville, Tenn.

Nebraska Section, Organized 1917.

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section, Organized 1920.

William J. Wilgus, President; W. T. Chevalier, Secretary, 17 Battery Place, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section, Organized 1914.

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Ave., St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Oklahoma Section, Organized 1920.

H. V. Hinckley, President; R. E. Brownell, Secretary-Treasurer, 401 First National Bank Building, Oklahoma, Okla.

Philadelphia Section, Organized 1913.

John Meigs, President; S. C. Hollister, Secretary, 1200 Land Title Building, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held at times announced in advance.

Pittsburgh Section, Organized 1917.

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 1510 Carson Street, Pittsburgh, Pa.

Portland (Ore.) Section, Organized 1913.

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held regularly on the third Friday of each month. All members of the Society in any grade are cordially invited to attend.

Providence (R. I.) Section, Organized 1920.

Sidney Wilmot, Chairman; Howard W. Congdon, Secretary-Treasurer, Care, Providence Steel and Iron Company, Providence, R. I.

The Section regularly holds meetings jointly with the Structural and Municipal Sections of the Providence Engineering Society, at the Society Rooms, 29 Waterman Street, on the fourth Tuesday of each month, from September to May. The

Annual Meeting is held in May. All visiting members of the Society are cordially invited to attend these meetings.

St. Louis Section, Organized 1888 (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section, Organized 1915.

George Cromwell, President; R. C. Wueste, Secretary-Treasurer, Bonita, Cal.

The San Diego Section of the American Society of Civil Engineers meets on announcement. Pilgrimages to points of engineering interest are made at intervals throughout the year.

Seattle Section, Organized 1913.

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1319 L. C. Smith Building, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Spokane Section, Organized 1914.

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Meetings are held on the second Friday of each month. These meetings are noonday luncheons at Davenport's, and all visiting members of the Society are invited to attend.

Texas Section, Organized 1913.

J. H. Brillhart, President; E. N. Noyes, Secretary, 311 Deere Building, Dallas, Tex.

Utah Section, Organized 1916.

W. R. Armstrong, President; H. S. Kleinschmidt, Secretary-Treasurer, 222 Felt Building, Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the Secretary.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Stanford University Student Chapter, Organized 1920.

R. L. Wing, President; U. B. Gilroy, Corresponding Secretary, Stanford University, Cal.

Alabama Polytechnic Institute Student Chapter, Organized 1921.

Alfred D. Boyd, Secretary, Alabama Polytechnic Institute, Auburn, Ala.

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

Clinton H. Wood, President; H. J. Miller, Secretary of Section I; Alvord C. Stutson, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

California Institute of Technology Student Chapter, Organized 1921.

J. Arthur Macdonald, Secretary, California Institute of Technology, Pasadena, Cal.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

E. C. Larson, President; T. W. Broughton, Secretary, 2165 Fourteenth Street, Troy, N. Y.

Cornell University Student Chapter, Organized 1921.

John J. Chavanne, Jr., Secretary, Cornell University, Ithaca, N. Y.

Drexel Institute Student Chapter, Organized 1920.

Miles N. Clair, Chairman; C. V. Nishwitz, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Johns Hopkins University Student Chapter, Organized 1921.

Eric M. Arndt, President; Melvin E. Scheidt, Secretary, Box 566, Homewood, Baltimore, Md.

Massachusetts Institute of Technology Student Chapter, Organized 1921.

T. H. Gill, Secretary, Massachusetts Institute of Technology, Cambridge, Mass.

New York University Student Chapter, Organized 1921.

William J. Kiehnle, President; George H. Martin, Jr., Secretary, New York University, University Heights, New York City.

Oregon State Agricultural College Student Chapter, Organized 1921.

John B. Alexander, Secretary, Omega Upsilon House, Oregon State Agricultural College, Corvallis, Ore.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

Polytechnic Institute of Brooklyn Student Chapter, Organized 1921.

Richard Kanegsberg, Secretary, Polytechnic Institute of Brooklyn, Brooklyn, N. Y.

Purdue University Student Chapter, Organized 1921.

Donald A. Leach, President, 208 Fowler Avenue, West Lafayette, Ind.

Rose Polytechnic Institute Student Chapter, Organized 1921.

Kenneth L. De Blois, President; Duncan Baker, Secretary, 1606 North 8th Street, Terre Haute, Ind.

Rutgers College Student Chapter, Organized 1921.

Arthur E. Hilliard, Secretary, Winants Hall, Rutgers College, New Bruns wick, N. J.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

Swarthmore College Student Chapter, Organized 1921.

Edward E. Bartleson, Secretary, Swarthmore College, Swarthmore, Pa.

Syracuse University Student Chapter, Organized 1921.

Arthur V. Dollard, Secretary, College of Applied Science, Syracuse University, Syracuse, N. Y.

University of Colorado Civil Engineering Society Student Chapter, Organized 1920.

W. C. Peterson, President; D. H. McNeal, Secretary, 1205 Thirteenth Street, Boulder, Colo.

University of Kansas Student Chapter, Organized 1921.

B. C. Judkins, President; Seth P. Kingman, Secretary, 1125 Kentucky Street, Lawrence, Kans.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Maine Student Chapter, Organized 1921.

George H. Ferguson, Jr., University of Maine, Orono, Me.

University of Pennsylvania Student Chapter, Organized 1920.

Ashby B. Paul, President; Robert Beatty, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

W. E. Marshall, President; Paul H. Young, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

Ralph S. Windrow, President; Luis Tinoco, Secretary, University of Texas, Austin, Tex.

University of Washington Student Chapter, Organized 1921.

G. B. Richardson, President; Grace Eugenie Morrill, Secretary, University of Washington, Seattle, Wash.

University of Wisconsin Student Chapter, Organized 1921.

Herbert Wheaton, President; Olaf N. Rove, Secretary, University of Wisconsin, Madison, Wis.

Virginia Military Institute Student Chapter, Organized 1921.

Benjamin F. Parrott, Secretary, Virginia Military Institute, Lexington, Va.

Washington University Collimation Club Student Chapter, Organized 1920.

Harold T. Smutz, President; Raymond Schuermann, Secretary, Washington University, St. Louis, Mo.

Yale University Student Chapter, Organized 1921.

W. G. Geile, President; P. W. Thompson, Secretary, Winchester Hall, New Haven, Conn.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 48, 49, and 50 of the Year Book of the Society for 1921.

NEW BOOKS*

(From April 1st to April 30th, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

HIGH TENSION SWITCH GEAR.

By Henry E. Poole. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 118 pp., illus., 7 x 4 in., boards. $1.00.

The book gives a brief, general account of the subject. The more important points in the design are considered, but highly technical details are omitted, the object being to present the fundamental principles in a practical manner, so that the volume will fill the need for a handy survey of the subject for those who have not time for elaborate treatises.

THE ELECTRIC LAMP INDUSTRY.

By G. Arncliffe Percival. (Pitman's Common Commodities and Industries.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd. 112 pp., illus., 7 x 5 in., cloth. $1.00.

A brief non-technical account of the development of electric lamps, with descriptions of the types in use to-day and the methods of manufacture. Not intended as a technical treatise, but for those desiring a general knowledge of the subject.

RADIOTELEGRAPHISCHES PRAKTIKUM.

By H. Rein. Dritte Auflage, von K. Wirtz. Berlin, Julius Springer, 1921. 557 pp., illus., diagrams, 9 x 6 in., cloth. 120 marks.

The needs of the engineer in charge of radio-telegraph and radio-telephone stations are considered in this volume on the technique of plant operation. The various machines and apparatus are described, and their erection, methods of operation, and maintenance explained. Directions are given for the necessary measurements, and the derivation of the more important equations is given. The work has been considerably expanded in scope since the publication of the second edition in 1910.

MARINE AND STATIONARY ENGINES.

By A. H. Goldingham. Second Edition, Revised and Enlarged. N. Y., Spon & Chamberlain; Lond., E. & F. N. Spon, 1921. 206 + 27 pp., illus., pl., tab., 8 x 5 in., cloth. $3.15.

This treatise is offered to designers and operators in need of concise, practical information on the various types and designs of Diesel engines. The book opens with a brief account of the theory of the engine. This is followed by a description of the details of construction, and discussions of indicator diagrams, of the advantages and disadvantages of Diesel engines, and of their operation and maintenance. These general topics are followed by descriptions of many types of engines, illustrated by drawings.

THE MARINERS' HANDBOOK.

By International Correspondence Schools. Third Edition. Scranton, Pa., International Textbook Co., 1920. 405 pp., pl., illus., 5 x 4 in., cloth. $1.50.

A small pocketbook of information on nautical matters, intended for young men in the naval and merchant marine service, and for laymen interested in nautical affairs. Although the treatment is brief, it is sufficient for ordinary reference purposes.

THE TESTING OF MOTIVE-POWER ENGINES.

By R. Royds. Second Edition. Lond. and N. Y., Longmans, Green and Co., 1920. 392 pp., diagrams, tab., 9 x 6 in., cloth. $7.50.

This book is intended for students with an elementary knowledge of motive-power engineering, who desire information on the practical testing of motive-power engines. Special attention is given to the variable conditions under which a plant may operate and the necessity for systematic arrangements where a series of trials is contemplated. This edition has been revised and modified to meet modern developments.

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* Unless otherwise specified, books in this list have been donated by the publishers.

CAM DESIGN AND MANUFACTURE.

By F. B. Jacobs. N. Y., D. Van Nostrand Co., 1921. 121 pp., illus., 9 x 6 in., cloth. $2.00.

This book is intended for machine designers and cam makers, as a practical aid in laying out and cutting cams. The writer has avoided mathematical formulas. Contents: Machine Cam Design; Gas Engine Cam Design; Cam Followers; Master Cams; Machine Work on Cams and Cam Cutters; Cam Cutting; Cam Grinding.

PATTERN-MAKING.

By Ben Shaw and James Edgar. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 108 pp., illus., 7 x 4 in., boards. $1.00.

This little volume gives a bird's-eye view of the subject, for use by students, apprentices, young journeymen, and others who wish some knowledge of the principles that underlie it.

FOUNDRY MOULDING MACHINES AND PATTERN EQUIPMENT.

By Edwin S. Carman. Second Edition. 225 pp., illus., 9 x 6 in., cloth. (Gift of The Osborn Mfg. Co., Cleveland, Ohio.)

As shown by its contents, this book is intended to explain the construction of moulding machines and their use for various kinds of moulds. The methods of pattern mounting and moulding are described in detail and very fully illustrated by photographs. Contents: General Moulding Principles; The Theory of Jolt Ramming; Roll Over Jolt Moulding Machines; Roll Over Jolt Moulding Machines for Large Size Moulds; Roll Over Jolt Machines for Medium Size Moulds; Roll Over Jolt Machines for Small Size Moulds; Jolt Moulding Machines in Brass and Aluminum Foundries; Plain Jolt Moulding Machines; Air-Operated Squeezer Machines; Jolt Stripper Moulding Machines; Pattern Equipment; Flask Equipment; Machine Moulded Cores; Foundations for Jolt Ramming Moulding Machines.

GAS TORCH AND THERMIT WELDING.

By Ethan Viall. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 442 pp., illus., 9 x 6 in., cloth. $4.00.

This is a careful summary of American practice and equipment, selected from the existing literature, from shop data, and from the experience of experts. The materials and apparatus used, the methods, and their application to particular kinds of work, are described in detail, providing a large amount of practical information for workmen and engineers.

THE WELDING ENCYCLOPEDIA.

Compiled and Edited by L. B. Mackenzie and H. S. Card. Welding Engineer Publishing Co., 1921. 224 pp., illus., 9 x 6 in., cloth. $5.00.

This book is a collection of information on oxy-acetylene, electric, and thermite welding, arranged in concise alphabetical form for ready reference. The material has been largely selected from the files of the *Welding Engineer,* and is practical rather than theoretical in character.

GASOLINE AUTOMOBILES.

By James A. Moyer. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 261 pp., illus., 8 x 5 in., cloth. $2.00.

The purpose of this book is to present clearly, briefly, and interestingly, the essential principles of automobile construction. It is expected to furnish practical help to drivers who wish to know the causes of ordinary operating troubles and the ways to remedy them.

CHILTON TRACTOR INDEX:

Vol. 4, No. 1, January, 1921. Phila., Chilton Co. 456 pp., illus., tab., 10 x 7 in., paper. $2.00.

This semi-annual handbook is a reference book for those interested in tractors and farm power machinery. It includes a directory of manufacturers of tractors, specifications of those on the market, with illustrations of most of them, a directory of manufacturers of farm-power machinery, electric plants, motor trucks, etc., and a list of makers of tractor parts and equipment. General articles and tables of data valuable to makers and users are also included.

ERGEBNISSE DER AERODYNAMISCHEN VERSUCHSANSTALT ZU GOTTINGEN;

Pt. 1. By L. Prandtl. München und Berlin, R. Oldenbourg, 1921. 140 pp., plans, illus., tab., 11 x 8 in., paper. 40 marks.

This publication, the first of a series of bulletins devoted to the experimental investigations undertaken by this research laboratory, gives the hitherto unpublished results of recent researches.

These are chiefly concerned with the shapes and profiles of propeller blades, although minor investigations of the reciprocal effect of wings and propellers and bodies and propellers and of the frictional resistance of wing fabrics are included. The bulletin gives results of tests of almost all the blade forms that have been used or investigated in Germany during recent years. The work also describes the organization, equipment, and methods of the laboratory, and a summary introduction to the theory of air resistance, including the new theory of flight.

METALLOGRAPHY:

Pt. 2, The Metals and Common Alloys. By Samuel L. Hoyt. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 462 pp., illus., tab., 9 x 6 in., cloth. $5.00.

The second volume of this treatise on metallography describes the more important metals and alloys. This description includes the constitution and microstructure, the physical and mechanical properties for different heat and mechanical treatments, the effects of the common impurities, and a brief discussion of the uses. Those compositions of particular importance have been treated in more detail and measured values of their important properties are included.

ALUMINIUM.

By George Mortimer. (Pitman's Common Commodities and Industries.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd. 152 pp., illus., tab., 7 x 5 in., cloth. $1.00.

This little book gives a clear description, suited to the needs of lay readers and business men, of the processes by which aluminium is made and of its uses in industry, particularly in automobile and aircraft construction, the chemical industry, electro and electrical engineering.

THE INTERPRETATION OF RADIUM AND THE STRUCTURE OF THE ATOM.

By Frederick Soddy. Fourth Edition, Revised and Enlarged. N. Y., G. P. Putnam's Sons, 1920. 260 pp., pl., illus., 8 x 6 in., cloth. $3.75.

This book is intended as a presentation of the subject in non-technical language, which will bring the ideas involved and their bearing on current thought within the reach of the lay reader. The present edition has been rewritten to correspond with present knowledge, and a second part has been added in which the later developments, particularly those that bear on the problem of the constitution of the atom, are set forth in briefer and less elementary form.

THE MATHEMATICAL THEORY OF ELECTRICITY AND MAGNETISM.

By J. H. Jeans. Fourth Edition. Cambridge, University Press, 1920. 627 pp., 10 x 7 in., cloth. $8.00. (Gift of The Macmillan Co., N. Y.)

There is a certain well-defined range in electro-magnetic theory, the author states, which every student of physics may be expected to have covered with more or less thoroughness before proceeding to the study of special branches or developments of the subject. This book is intended to give the mathematical theory of this range of electro-magnetism, together with the mathematical analysis required in its treatment. It is written for the student and for the physicist of limited mathematical attainments. The main changes in the fourth edition consist in a re-arrangement of the later chapters and the addition of a new chapter on the theory of relativity. This attempts to present the broad outlines of the theory in the simplest possible way, suitable for students who approach the subject for the first time, equipped with such knowledge of general electrical theory as can be gained from the remainder of the book. Contents: Electrostatics and Current Electricity; Magnetism; Electromagnetism; Relativity.

A TEXTBOOK OF PHYSICS.

By Louis Bevier Spinney. Revised Edition. N. Y., The Macmillan Co., 1920. 617 pp., illus., 9 x 6 in., cloth. $4.00.

This textbook is intended for university and college students. It aims to emphasize the practical aspects of the science, to illustrate the laws of physics as far as possible by reference to familiar phenomena, and to exemplify principles by discussing their applications. Particular emphasis is placed on the subject of Mechanics. An attempt has been made to include a description of every phenomenon and an exposition of every experimental law that contributes directly to the logical development of the general subject, while avoiding digressions and unimportant phenomena not necessary to such development.

THERMODYNAMICS AND CHEMISTRY.

By F. H. Macdougall. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 391 pp., tab., 9 x 6 in., cloth. $5.50.

This book is intended for the advanced student in chemistry, for whom the author has endeavored to write a book which, in addition to being accurate, logical, and sufficiently rigorous, will furnish him with numerous examples of the application of the principles of the science.

A DICTIONARY OF CHEMICAL SOLUBILITIES, INORGANIC.

By Arthur Messinger Comey. Second Edition, Enlarged and Revised by A. M. Comey and D. A. Hahn. N. Y., The Macmillan Co., 1921. 1141 pp., tab., 9 x 6 in., cloth. $14.00.

This important compendium of data on the solubility of inorganic chemical substances, published twenty-five years ago, has long been out of print, so that a new edition will be welcome. The new issue includes the results that have been published since the issue of the first edition, and the information has been re-arranged and re-edited, so that it is now a complete record on the subject.

A DICTIONARY OF APPLIED CHEMISTRY; VOL. I.

By Sir Edward Thorpe. Revised and Enlarged Edition. Lond. and N. Y., Longmans, Green and Co., 1921. 752 pp., illus., 9 x 6 in., cloth. $20.00.

The new edition of this standard reference work has been carefully revised, with the assistance of many specialists, in the light of modern developments. Many new articles have been added and certain existing ones recast or wholly rewritten. The additional matter has made it necessary to reset the type and to increase the work from five to six, and possibly seven, volumes. It is expected to complete the work during the next two years. As the most complete work on applied chemistry in English, its publication is an event of importance to a wide circle.

BIBLIOTHECA CHEMICO-MATHEMATICA;

Catalogue of Works in Many Tongues on Exact and Applied Science. Compiled and Annotated by H. Z. and H. C. S. Lond., Henry Sotheran and Co., 1921. 2 vol., ports., fac-similes, 9 x 6 in., cloth. £3. 3s.

This catalogue was begun in 1906 as that of a large collection of books on exact and applied science, offered for sale by a well-known English bookseller. Successive expansions and supplements were added until the final form records over 17 000 important works in its field. The catalogue has been compiled with great care. Full bibliographical particulars are given, accompanied by the current price and by many historical and biographical notes. One hundred and twenty-seven photographic illustrations, including fac-similes of portraits, illustrations, and textual passages from important works add interest. An elaborate subject index adds greatly to the value of the book.

FOOD INSPECTION AND ANALYSIS.

By Albert E. Leach. Revised and Enlarged by A. L. Winton. Fourth Edition. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1920. 1090 pp., pl., illus., tab., 10 x 7 in., cloth. $8.50.

This standard handbook for public analysts and others interested in the subject, has been thoroughly revised and enlarged after an extensive examination of the literature.

AMMONIA AND THE NITRIDES.

By Edward B. Maxted. Phila., P. Blakiston's Son and Co., 1921. 116 pp., 7 x 5 in., cloth. $2.00.

This small volume gives a short account of the experimental work and general principles underlying the commercial synthesis of ammonia, and also a statement of our knowledge of the nitrides. A chapter on active nitrogen is also included. References to the original publications make the book a convenient summary of the scattered literature on these important subjects.

CONDENSED DESCRIPTION OF THE MANUFACTURE OF BEET SUGAR.

By Franz Murke. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 175 pp., tab., 9 x 6 in., cloth. $2.50.

This book is concisely written in plain language. It describes the most commonly used machinery and the chemical and physical reactions of the process, discusses the ordinary and frequently recurring irregularities, and gives directions for overcoming them. The text is based on long experience in the industry.

THE COTTON TEXTILE WORKER'S HANDBOOK.

By International Correspondence Schools. Second Edition. Scranton, Pa., International Textbook Co., 1921. 367 pp., illus., tab., 5 x 4 in., cloth. $1.00.

This is not a condensed cyclopedia, but a useful reference book, really small enough for the pocket, containing tables, rules, and other information often required by those engaged in making cotton goods.

THE PRACTICE OF SILVICULTURE,

With Particular Reference to Its Application to the United States. By Ralph C. Hawley. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 352 pp., illus., 8 x 5 in., cloth. $4.00.

The lack of any recent book on the production of wood crops applicable to the forests of this country has led the author to prepare this brief text, containing such information as appears applicable to-day or likely to be applicable in the near future. The book is well equipped with bibliographies.

STRUCTURAL AND FIELD GEOLOGY.

By James Geikie. Fourth Edition, Revised. N. Y., D. Van Nostrand Co., 1920. 454 pp., pl., illus., 9 x 6 in., cloth. $7.50.

Geikie's handbook is intended primarily for beginners in field geology, but is also for students preparing for mining and civil engineering and other professions in which some knowledge of structural geology is of practical importance. It is distinguished by the freshness and terseness of its descriptions, the clearness and abundance of its illustrations. In this edition the scope and method of earlier issues is retained, but definitions have been modified in accordance with current usage, and many descriptions have been altered.

COST ACCOUNTING TO AID PRODUCTION.

By G. Charter Harrison. N. Y., The Engineering Magazine Co., 1921. 234 pp., pl., 9 x 6 in., cloth. $7.50.

The author of this volume believes that the customary methods of cost accounting are entirely unsuited to the needs of modern industry. Cost accounting, in his opinion, should not be a compilation of information concerning past events, but a method of predetermining costs. His book discusses the proper functions of an accounting system and how to secure them, but is chiefly intended to stimulate thought and provoke discussion of the subject.

HUMAN ENGINEERING;

A Study of the Management of Human Forces in Industry. By Eugene Wera. N. Y. and Lond., D. Appleton & Co., 1921. 378 pp., 8 x 5 in., cloth. $3.50.

This volume is a contribution to the discussion of the relationship of labor, capital, and society in the industrial development of the world. Neither the old nor the modern school of management has succeeded in removing labor unrest, owing, in the author's opinion, to the ignoring of labor as a social group and disregard of the social purpose of industry. To present the principle of stimulating labor as a whole toward production at large for social purposes is the object of the present work. The author studies the evolution of the ideas governing industrial relations, interprets the essentials of present issues, presents certain democratic tendencies, and develops a typical organization for class co-operation. Other sections analyze the different psychological associations of men involved in industry, discuss the principles of human engineering, and outline their application.

HERBERT HOOVER; THE MAN AND HIS WORK.

By Vernon Kellogg. N. Y. and Lond., D. Appleton and Co., 1920. 375 pp., port., 8 x 5 in., cloth. $2.00.

Dr. Kellogg's book is the attempt of an observer, associate, and friend to tell, simply and straightforwardly, the personal story of the man and his work up to the present. His boyhood education, work in Australia, China, and London are recounted briefly, and much space given to his work for the relief of Belgium, as American Food Administrator and as American Relief Administrator. As appendixes are given four important addresses by Mr. Hoover.

JOHN DALTON.

By L. J. Neville-Polley. (Pioneers of Progress.) Lond., Society for Promoting Christian Knowledge; N. Y., The Macmillan Co., 1920. 63 pp., port., 7 x 5 in., cloth. 80 cents.

This brief biography gives the essential facts concerning Dalton's life, but is chiefly devoted to his scientific labors and their influence on chemistry. These are described carefully with as much detail as is usually wanted.

MUNICIPAL ACCOMPLISHMENT IN CITY PLANNING.

Edited by Theodora Kimball. Bost., National Conference on City Planning, 1920. 79 pp., 9 x 6 in., paper.

This pamphlet summarizes the answers to a questionnaire sent to about 125 American cities that have been interested in city planning. It forms a convenient record of what has been accomplished in this direction during recent years, and lists the specific reports that have been made for the different cities.

THE ELECTRIFICATION OF RAILWAYS.

By H. F. Trewman. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. 78 pp., diagrams, 7 x 4 in., boards. $1.00.

This little volume is an outcome of the discussions as to the advisability or otherwise of electrifying the railroads of Great Britain, a subject of general interest because of the necessity for relieving railway congestion and utilizing coal in the most economical manner. Without going into technical details covered in books on electric traction, the author brings forward the commercial aspect of the matter and calls attention to some of the main questions to which thought must be given. Sufficient electrical information is included to enable these points to be understood by readers who are not electricians.

MAINTENANCE OF WAY CYCLOPEDIA.

Compiled and Edited by E. T. Howson, E. R. Lewis, and K. E. Kellenberger, Assisted by Homer Hughes. N. Y., Simmons-Boardman Publishing Co., 1921. 860 pp., pl., illus., diagrams, 12 x 9 in., cloth. $15.00.

The aim of the editors of this volume has been to present, in the simplest terms and the most convenient grouping, information covering a wide variety of subjects of interest to railroad employees, division officers in charge of maintenance, operating officers having supervision over maintenance, purchasing agents, and manufacturers. To accomplish this they have selected that which is representative of the best in this field, set forth the standards approved by technical societies, and described devices of proved value. The text is divided into sections covering Track, Bridges, Buildings, Water Service, Signals, Wood Preservation, and General Subjects. The arrangement of each section is alphabetical, and the treatment deals with classes of appliances rather than with individual devices. A catalogue section gives detailed information on specific contrivances. The volume contains more than 2 500 illustrations.

FIRE TESTS OF BUILDING COLUMNS.

By Associated Factory Mutual Fire Insurance Companies, the National Board of Fire Underwriters, and the Bureau of Standards, Jointly Conducted at Underwriters' Laboratories, Chicago, 1917-19. 388 pp., illus., charts, tab., 9 x 6 in., cloth. $2.50.

This pamphlet presents the results of an investigation undertaken to ascertain the ultimate resistance against fire of protected and unprotected columns as used in the interior of buildings, and their resistance against impact and sudden cooling from hose streams when highly heated. The results of ninety-one fire and fifteen fire and water tests are given, including tests of representative types of steel, cast-iron, concrete-filled pipe and timber columns, protected and unprotected, and reinforced concrete columns. It is stated to be the most complete investigation ever made.

ÉLÉMENTS DE MÉCANIQUE À L'USAGE DES INGÉNIEURS:

Résistance des Matériaux. By Robert d'Adhémar. Paris, Gauthier-Villars et Cie., 1921. 185 pp., diagrams, 9 x 6 in., paper.

In writing this book the author has attempted an introduction to the theory of the resistance of materials, in which the hypotheses that have been adopted to simplify the subject in practice are set forth as briefly and simply as possible.

DIE WÄRMEVERLUSTE DURCH EBENE WÄNDE

Unter Besonderer Berücksichtigung des Bauwesens. By Karl Hencky. München und Berlin, R. Oldenbourg, 1921. 124 pp., illus., tab., 10 x 7 in., paper. 26 marks.

This work is based on extensive experiments on the heat conductivity of walls of the usual types and of the customary building materials, carried out at the Munich Technical High School. From the results of these and general laws of the conduction of heat, the author has formulated equations to be used in designing heating installations. The book is intended for architects and for engineers engaged in the design of heating plants, as a practical aid in calculating the size of installations.

TACHEOMETER TABLES.

By Henry Louis and G. W. Caunt. Lond., Edward Arnold, 1919. 40 pp., tab., 9 x 6 in., cloth. $3.50. (Gift of Longmans, Green & Co.)

This set of tables is published to popularize the method of tacheometric surveying and to lighten the labors of surveyors desiring to use it. A discussion of the principles of this method and instructions in field and office work are included.

NOTES ON IRRIGATION, ROADS, AND BUILDINGS, AND ON THE WATER SUPPLY OF TOWNS.

By William Lumisden Strange. N. Y., E. P. Dutton & Co., 1921. 849 pp., pl., illus., 9 x 6 in., cloth. $18.00.

In this volume an engineer with thirty years' experience on public works, chiefly in the Indian Public Works Department, presents the results of his professional career for the benefit of younger members of the Profession. The book does not deal with matters of design, formulas, and similar material available in the usual treatises, but discusses general principles and constructive details. Much the largest section of the book is devoted to irrigation, which is discussed in considerable detail. The other subjects, town water supplies, roads, and buildings are treated briefly. The book refers especially to Eastern conditions, and is intended to aid engineers there, who are usually general practitioners, called on to carry out many kinds of work.

REPORT ON THE SAN FRANCISCO BAY MARINE PILING SURVEY.

Prepared Under the Supervision of the San Francisco Bay Marine Piling Committee of the American Wood-Preservers' Association. San Francisco, The Committee, 1921. 104 pp., map, pl., tab., 9 x 6 in., paper.

Attacks by marine borers on marine piling in San Francisco Bay, first noticed in 1914, assumed serious proportions from 1917 to 1920, leading to the appointment in the latter year of a special committee to study the problem. The investigation here reported was carried out by the San Francisco Bay Marine Piling Committee, the Forest Products Laboratory, and the University of California, along hydrographic, biological, and engineering lines, to determine the extent of the damage, the present distribution and history of the marine borers, the factors influencing their activity, the effectiveness of the methods of protecting wooden piling and of its substitutes, and to collect data on the relative costs of different methods of protection and construction. This report, one of progress, gives an account of the work done to January, 1921, and the conclusions reached.

MEMBERSHIP

(From April 8th to May 5th, 1921)

ADDITIONS

MEMBERS

		Date of Membership.
AMIS, JOHN CARL. Chf. Engr., Detroit & Mackinac R. R., East Tawas, Mich		April 25, 1921
BURGESS, CHARLES CALVIN. Chf. Engr., Pittsburgh Constr. Co., 811 Diamond Bank Bldg., Pittsburgh, Pa		April 25. 1921
COCHRAN, CHARLES WEEDON. Room 1200, Burlington Bldg., Chicago, Ill.		April 25, 1921
COLLINGS, EDWARD ZANE. Capt., Engrs., U. S. A., 150 Yolanda Park Court, San Anselmo, Cal		Mar. 7, 1921
HARDER, HAROLD JAY. City Engr., 692 Fourteenth Ave., Paterson, N. J.		April 25, 1921
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SAMANS, WALTER. Chf. Engr., The Atlantic Refining Co., 3144 Passyunk Ave. (Res., 2522 South 20th St.), Philadelphia, Pa	Assoc. M. M.	Nov. 3, 1915 Mar. 8, 1921
SAWYER, PHILIP. Archt. (York & Sawyer), 50 East 41st St., New York City		April 25, 1921
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TARRANT, FRED. Maintenance Engr., Dept. of Public Works and Bldgs., 1342 Dial Court St., Springfield, Ill	Assoc. M. M.	Oct. 10, 1916 Jan. 18, 1921
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ASSOCIATE MEMBERS

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HAWKINS, JOSEPH WASHBURN. Div. Engr., State Highway Dept., 608 Walton Bldg., Atlanta, Ga.		April 25, 1921
HELLER, GEORGE EDGAR. County Engr., Lake County, Tavares, Fla.		Nov. 9, 1920
HICKEY, BENJAMIN JOHN. Const. Engr., 355 East 149th St., New York City		April 25, 1921
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JAMES, FREDERICK CARLYLE. Chf. Draftsman, Office of Chf. Engr., N. & W. Ry., 16 Gainsboro Apartments, Roanoke, Va.		April 25, 1921
KRAMER, WILLIAM DANIEL. Supt. and Engr., Beechwood Farm, Care, F. A. Vanderlip, Scarborough, N. Y.		April 25, 1921
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O'DONNELL, RAYMOND. Associate Prof., Hydr. and San. Eng., The Pennsylvania State Coll., 119 South Atherton St., State College, Pa.		April 25, 1921
STRUTHERS, DAVID LINDSAY. Civ. Engr., George A. Fuller Co. Carolina Shipyard, 11 North 8th St., Wilmington, N. C.	Jun. Assoc. M.	Mar. 14, 1916 April 25, 1921
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WALDROP, JOHN DOUGLAS. Div. Engr., State Highway Comm., Box 811, Greensboro, N. C.		April 25, 1921
WARD, CHARLES JOHNSON. Structural Designer, New Stadium, Ohio State Univ., Care, Y. M. C. A., 36 South 3d St., Columbus, Ohio		April 25, 1921
WATSON, GEORGE JAY. Care, Am. Bridge Co., Elmira Heights, N. Y.		April 25, 1921

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	Date of Membership.
WHITE, JOHN JOSEPH. Asst. to Cost Engr., Merchant Shipbuilding Corporation, 1523 Wilson Ave., Harriman, Pa.	April 25, 1921
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JUNIORS

FRANK, JACOB. 92 Quitman St., Newark, N. J.	Nov. 9, 1920
GOULD, EDWIN FISH. Care, Mead & Seastone, State Journal Bldg., Madison, Wis.	Jan. 17, 1921
HEATON, EARL OSCAR. Junior Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Washington, D. C.	April 25, 1921
JONES, DUDLEY HARWOOD. County Engr., Pottawatomie County, 422 North Kickapoo St., Shawnee, Okla.	April 25, 1921
LINNELL, HERBERT HARRINGTON. Care, Miranda Sugar Co., Miranda, Oriente, Cuba	Dec. 6, 1920
McDOWELL, WILLIAM MILLS. Room 4, Moore and Turner Bldg., Little Rock, Ark.	April 25, 1921
TOWSLEY, IRVING SIDNEY. Structural Draftsman and Designer, Ballinger & Perrot, 5007 North Sydenham St., Philadelphia, Pa.	Mar. 7, 1921

REINSTATEMENTS

ASSOCIATE MEMBERS

	Date of Reinstatement.
FEELEY, WILLIAM PATRICK	April 25, 1921

RESIGNATIONS

MEMBERS

	Date of Resignation.
BOND, PAUL STANLEY	April 26, 1921
FOWLER, THOMAS WALKER	April 26, 1921

ASSOCIATE MEMBERS

CURTIS, GEORGE DAVE	April 26, 1921
GREENE, ALBERT EMERSON	April 26, 1921
MAHON, JOHN MONTGOMERY, JR.	April 26, 1921
YATES, SHELDON SMITH	April 26, 1921

DEATHS

BLAND, GEORGE PIERREPONT. Elected Junior, April 7th, 1875; Member, May 4th, 1881; died April 18th, 1921.

HENDERSON, JOHN BAILLIE. Elected Member, June 4th, 1890; died February 15th, 1921.

TINKHAM, SAMUEL EVERETT. Elected Member, March 2d, 1892; died April 21st, 1921.

WILKINS, WILLIAM GLYDE. Elected Member, December 4th, 1889; died April 12th, 1921.

YATES, PRESTON KING. Elected Junior, June 6th, 1883; Member, April 5th, 1893; died April 22d, 1921.

Total Membership of the Society, May 5th, 1921, 10 010.

Vol. XLVII. MAY, 1921. No. 5.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

CONTENTS

DISCUSSIONS AND MEMOIRS READY FOR DISTRIBUTION

PLATES

* Sent without further request to those members who received the original paper; if others desire this discussion, a special request should be sent to the Secretary.

For Index to all Papers, the discussion of which is current,
see the back of the cover

VOL. XLVII. MAY, 1921. No. 5.

AMERICAN SOCIETY OF CIVIL ENGINEERS
INSTITUTED 1852

PAPERS AND DISCUSSIONS

ADDRESS
AT THE ANNUAL CONVENTION AT HOUSTON, TEX., APRIL 27TH, 1921.

MUNICIPAL ENGINEERING

By GEORGE S. WEBSTER, PRESIDENT, AM. SOC. C. E.

In the performance of my duty as President to deliver an address at the Annual Convention I have selected the subject "Municipal Engineering", in which work I have been engaged during all my professional career. While my remarks may in some measure reflect conditions as I have observed them during my connection with municipal management in the City of Philadelphia for more than four decades, I believe these conditions are largely typical of those in other American cities.

The term "Municipal Engineering" did not come into general use until the latter part of the Nineteenth Century; it is that branch of Civil Engineering especially related to the problems of municipal corporations, and includes the planning, construction, and operation of public improvements and utilities required for city growth and development, for furnishing the citizens and industries with certain commodities needed for health, commerce, and prosperity, and for removing and disposing of the wastes which are detrimental to health and to the well being of the people.

ORIGIN OF MUNICIPAL ENGINEERING.

The rapid increase in urban population, with the consequent problems involved, has necessitated making adequate provision for the public service required for the social, business, and industrial enterprises of these people and for their comfort, convenience, and safety, and has been the chief agency in developing Municipal Engineering and raising it to a position of importance equal to that of other branches of engineering.

In the days of the small city, as transportation, sanitation, water supplies, and other public works first became essential, great waste often existed in public improvements by reason of the fact that there was an absence of a comprehensive understanding of the problems and of their proper solution. Important public

the most difficult and costly part of the city's structure to change after it has been fully improved.

Most of the cities of America began their existence with an orderly layout of streets over an area of such extent as the founder or founders considered necessary for the enterprise they had in mind; when the growth reached the limits of this orderly layout it was almost invariably extended into new areas without any regard for order, system, or topography. Cities have usually grown by building up land subdivision after land subdivision on private initiative, each independent of all the others, with streets considered only in their effect on the salability of lots and without regard for their traffic value.

Until within a comparatively recent period it was customary in the initial layout of a town site to establish a severely rectangular system of streets regardless of topography and to adopt arbitrary and uniform standards for street widths and block dimensions. This custom has imposed on cities which have grown to any considerable size, very complex and costly problems of replanning and reconstruction which the Municipal Engineer is called on to solve. Transportation and drainage—both engineering problems of the greatest importance in economic city development—were virtually overlooked to become later the subjects of controversy and large expenditures. Much of this could have been avoided by the exercise of engineering skill and foresight in laying out the streets in such a manner as to permit of transportation lines and drainage channels being constructed along direct lines of least resistance.

An economic street system calls for such an arrangement of its units and such a differentiation of their widths as will reduce to a minimum the amount of land used for such purposes and still provide sufficient street areas in proper locations to care adequately for all the services of every character which may be placed in or on or above them. This calls for a most thorough and forward-looking survey by the Municipal Engineer of the probable nature and extent of the city's growth, and the character and amount of service required of the streets to meet the needs of that growth. The street system, or at least those streets which are to serve as main thoroughfares or arteries of city circulation, should be planned for in advance of other urban improvements and in a manner to meet all future requirements.

City Transportation.

The traffic on the highways of our cities has grown so rapidly in the past few years, especially since the advent of the automobile and motor truck, as to become a serious problem, claiming the earnest attention of the authorities. As our cities continue to grow, and as trade and business continues to be increasingly concentrated at one or more centers, the problem of transportation of all kinds through the city becomes more difficult. The economical administration of industry and the transaction of business in cities are dependent on the ease with which materials and merchandise may be moved, for modern business requires that transportation shall be by the most direct route and in the shortest time.

Inseparably interwoven into the street system and its functions are the facilities of transportation, whether they relate to the local movement within the city itself or to that wider movement through which the city maintains its contact with the world. Transportation is essentially a problem of planning

constructive and administrative engineering with which the municipal engineer must keep in touch if his plans for city development are to function smoothly. Rapid and convenient urban and interurban service depends on the extent to which the system of main traffic streets has been planned to connect the important city centers by the most direct and adequate routes. The vigilance and persistence of the municipal engineer is necessary in securing the proper adjustments of both street and railroad grades and in preventing or avoiding the cutting off or abandonment of important streets in the construction of railroads and yards. In devising plans for getting rid of the grade crossings which are still a menace to life and property and an obstruction to traffic in many of our cities, he is the most important representative of the public.

Port Development.

Nearly all the large cities of this country are located on navigable waterways—many of them being situate on deep estuaries leading direct to the ocean. The World War has resulted in the creation of a great international trade between this and foreign countries. To maintain this trade successfully in competition with other countries, it is necessary that the most modern facilities for handling and shipping goods shall be provided. Port authorities in every city on the Atlantic, Pacific, and Gulf Coasts, and on our Great Lakes, anxious to share in this foreign trade, have been actively engaged during the past few years in developing their terminal facilities and are now planning greater extensions to handle the additional water-borne cargoes. In order that a port may compete in the world trade it is essential that provision shall be made in the planning of the city for the great trunk railroads to reach the water-front, either directly or over a belt line railroad system, so that the cars may deliver cargo at the ship's side. It is also necessary that a system of traffic streets shall be laid out and developed in the rear of the piers and along the water-front, to give highway facilities for motor trucks and vehicles to make deliveries to and from the industries, warehouses, and stores located in the vicinity of the water terminal.

The authority to plan and administer the ports of this country is vested generally in the officials of the city, although there are several instances where ports are under the control of State commissions; but in all cases the development of the land side of the port is a proper task for men skilled in both city planning and other municipal work.

City Bridges.

No construction work attracts more attention and receives more comment from the public than the bridges which the city engineer designs and constructs. In no other branch of the Profession has there been greater progress, especially along esthetic lines, than in the art of bridge building. It was formerly the usual practice when an important bridge was to be erected to specify the needs in the way of travel and loading and to ask contractors and bridge-building companies to submit bids with plans and specifications for the type of structure they proposed to erect for the prices bid. This method did not always prove satisfactory to either party, and was found to be uneconomical. Now, in most of the large cities, the engineering forces of the municipality prepare plans for the bridge to be erected, giving every detail of construction, and specifications defining the

quality of the materials to be incorporated in the work, as well as the character of the workmanship; this results in real competition and economy in construction. The same department supervises the construction and is generally charged with the maintenance.

The utilization of concrete and reinforced concrete in recent years marks an epoch in the art of bridge building and has resulted in great improvement in the architectural features and appearance of bridges. Artistic cornices, projections, balustrades, and other ornamentation can be obtained with concrete at little expense. This fact makes concrete a valuable and desirable material for use in building bridges in public parks, in suburban and residential sections, and along parkways and boulevards. Engineers were formerly content to build bridges for their strict utilitarian use, but at present, particularly since the advent of concrete, greater attention is being given to the architectural features.

Street Pavements.

Fifty years ago the paving and maintenance of the highways in many cities frequently were in charge of men unskilled, and selected by political preferment. Now, due largely to the activities of civic and business organizations interested in street betterments, and also to the advancement in municipal administration, work of this kind is usually entrusted to trained engineers familiar with municipal affairs.

The development and increase of motor traffic in cities has led to an improvement in its pavements to meet this demand. Materials heretofore found to be satisfactory have proven to be inadequate, and this has necessitated the development of road surfaces which will give maximum wear with a minimum cost of construction and maintenance. Laboratories have been established for research and to provide means for determining the properties of materials. Comprehensive specifications are now drawn in which the materials to be used are definitely described and the methods of tests to insure such materials are clearly set forth. This enables the city to obtain proper construction of its street surfaces and to effect great economies, due to the fuller and freer competition of bidders, and greater permanency of the work.

Water Supply.

Providing purified water supplies and comprehensive sewerage systems are the principal functions of Municipal Engineering which have a direct bearing on public health. As recently as the middle of the Nineteenth Century, these two great questions were not always considered as engineering problems.

Private supplies of water were obtained ofttimes from dug wells in close proximity to the dwelling-house; excreta were disposed of in privy vaults and cesspools which, through underground or surface overflow, made possible the contamination of the near-by water well.

It had long been the custom to construct rough masonry culverts to enclose the streams flowing through the town, and it gradually became the practice to permit overflows from cesspools and also connections from water-closets to be made to these crude storm-water drains, thus conveying the sewage to a watercourse from which a public water supply was taken without even a thought

of purification. As the cause of typhoid fever and other water-borne diseases was not known at that time, little heed was paid to such contamination.

Water Filtration.

Filters for the improvement of public water supplies were first used in Europe, and, about 1866, the late J. P. Kirkwood, Past-President, Am. Soc. C. E., went abroad for the purpose of examining such works. Based on the data he obtained, municipal water filters were constructed and successfully operated at Poughkeepsie, N. Y. The Massachusetts State Board of Health, in 1890, began experiments on the filtration of water, and shortly afterward municipal water filters were designed for Lawrence, Mass., based on these experiments. The filtration of the Merrimac River water at Lawrence demonstrated the beneficial effects on the public health of purifying water by filtration, not only as evidenced by the reduction in typhoid fever, but also by the lowering of the total death rate.

When the City of Louisville, Ky., conducted experiments in 1895 on the filtration of the Ohio River water, it was found that the practice of sedimentation and slow sand filtration known at that time was not applicable to a raw river water containing large quantities of very finely divided suspended matter. In these experiments there was developed the chemical coagulation of the raw water and its subsequent mechanical or rapid filtration now so commonly used.

About 1908 the sterilization of public water supplies with a solution of calcium hypochlorite was begun and has developed very rapidly. Later, chlorine gas was used directly for the same purpose.

The control of sparsely inhabited water-sheds, which minimizes the danger of contamination, is resorted to for the purpose of avoiding artificial purification at the points of consumption. Generally, even such water is also sterilized before delivery to the consumer.

The comparative cheapness of unfiltered water creates in the minds of people the idea that water should be "free as air", and hence there results great waste in its use. The Municipal Engineer recognizes that artificially purified water is really a manufactured product, and economy of public funds demands curtailment of waste; therefore the water meter was introduced to provide a measure for the water actually used, for which payment can be exacted.

Gas and Electricity.

The manufacture and distribution of gas and electricity and the lighting of the public streets are distinctly municipal problems. Whether the city owns and operates the plant or whether it purchases the commodity from a utility company, the services of a specialist are required, either to administer or to supervise the operations, and to see that standards are maintained.

Sewerage Systems.

It is only within the past few decades that the public has come to a full realization that the health of the community very largely depends on a properly constructed and maintained sewerage system, by which the liquid wastes of the community are promptly removed from their place of origin. Sewerage systems had their origin in America, as in Europe, in the construction of masonry culverts

to carry the small streams through the built-up portions of the city. There appears to have been little or no actual design of such culverts based on hydraulic principles, and when lateral extensions were made for conveying rain-water underground to the main culvert, the size of the lateral was not determined by the quantity of water to be carried, but rather by the diameter required for workmen to enter the culvert to remove deposits formed therein on account of insufficient velocities. In some cities the size of lateral sewers was arbitrarily fixed at 3 ft. in diameter.

In 1842, Lindley, an English engineer, laid out the sewerage system of Hamburg, and in his design provided for the continuous movement of the sewage by sufficient gradients and with periodic flushings.

Design of Sewers.

The design of American municipal sewerage systems on a comprehensive plan rather than piecemeal construction, was begun in 1855 in Chicago, Ill., by the late E. S. Chesbrough, Past-President, Am. Soc. C. E., followed shortly in Brooklyn by the late J. W. Adams, Past-President, Am. Soc. C. E., and in Boston by the late J. P. Davis, M. Am. Soc. C. E. These designs made use of empirical data obtained from European practice as to capacity and as to probable quantities of rain-water to be carried by the sewers.

The sewers of this early period, being developed from the old culverts, naturally were on the combined system, providing for the carriage of both sewage and rain-water in the same conduit. In England, as early as 1842, Chadwick had advocated the separate collection of sewage and storm-water, but it was not until 1880 that such a system was installed in a large city when the late Col. Waring designed the separate system of sewers for Memphis, Tenn.

The then National Board of Health sent Rudolph Hering, M. Am. Soc. C. E., to Europe to investigate sewerage practice, and his report thereon marks one of the turning points in sewer design in this country, as it placed such design on a scientific basis rather than rule-of-thumb. About the same time, the Burkli-Ziegler formula for determining the rate of run-off of rain-water was published and marked an advance in design, as it took into consideration the acreage and territorial slope of the drainage area tributary to the sewers. Subsequent modifications of this formula were devised for a number of American cities in efforts to obtain more accurate results.

Sounder principles of structural design were then introduced, proportioning the various parts of the sewer to the probable loads they would be required to carry and securing smoother interior surfaces.

What is known as the rational method of determining the maximum rate of run-off of storm-water is now quite generally used by competent designers, and many large cities maintain gauges for recording the rate of rainfall and the rate of run-off in the sewers. These data from existing sewers furnish the basis for future design.

The extension of the sewerage system of a city is now really necessary to its normal development. Modern living demands water supply and toilet conveniences in dwellings, and this requires facilities for the prompt removal of the sewage.

The broad problem of maintaining streams free from nuisance and in such a condition that they are suitable sources for public water supplies after purification, or for use in industry, is a State function, but the maintenance in a clean condition of streams flowing through or by a city is a municipal problem.

Development of Methods of Sewage Disposal.

Before considering the evolution of sewage disposal in America, it is advisable to note briefly the development of the art in England where the necessity for sewage treatment arose earlier than in other countries by reason of the dense population, numerous industries, and the relative smallness of the streams.

About the middle of the Nineteenth Century, in order to clean up the English towns, it became common practice first to utilize the existing storm-drains and, later, to build new sewers for the conveyance of filth to the near-by water-courses, which naturally resulted in the serious pollution of the streams. Parliament, therefore, in 1857, created the Royal Sewage Commission, which, in its final report made in 1865, recommended the abatement of stream pollution by the application of sewage to land, that is, irrigation. Subsequently, the Second Royal Commission on Rivers Pollution, appointed in 1868, made its report in 1870, and recognized irrigation, intermittent filtration, and chemical precipitation as the then available processes of sewage treatment.

Meanwhile, many of the streams of Massachusetts had become polluted by the discharge into them of sewage and industrial wastes, and, in 1875, the State Board of Health made examinations of some of these rivers. Largely based on European practice, and bearing in mind the glacial formation common in Massachusetts, the Board recommended to inland towns the disposal of sewage by irrigation.

Fifty years ago the engineer in America had little choice of methods to prevent pollution of streams by city sewage. Worcester, about 1887, decided to use chemical precipitation to prevent the pollution of the Blackstone River caused by the discharge of crude sewage, and in the same year the Massachusetts State Board of Health began the now classic series of experiments on purification of sewage by intermittent filtration through beds of sand.

The effluent produced was clear, perfectly stable, and ofttimes of lower bacterial content than many well waters, and hence there arose in the minds of American engineers and sanitarians of that period the idea that "sewage disposal" meant the conversion of sewage into an effluent almost of drinking-water purity, and they utterly disregarded any subsequent purification in the receiving body of water through natural agencies.

The enormous quantities of watery, offensive sludge produced by the chemical precipitation of sewage, caused engineers to search for a process lacking this serious characteristic. There resulted the development of the contact bed in 1891 by the engineers of the London County Council, and thereafter this process became quite popular. Two years later, Corbett, at Salford, England, devised the trickling filter, which permitted higher rates of application than the contact bed and is to-day the most intensive, well established process for the oxidation of settled sewage.

The "activated sludge" process of sewage treatment was experimentally developed at Manchester in 1914. On this principle several installations have been made subsequently in both England and America.

Sedimentation Tanks.

Simultaneously with the development in processes for oxidizing sewage, there was a corresponding evolution in the means for freeing the crude sewage of its suspended matter as a preliminary process. For many years it had been known that the organic solids in sewage were susceptible to decomposition and liquification, but it was not until 1895 that Cameron, at Exeter, England, utilized these ideas on a large scale in a sedimentation tank intended to retain for a long time the deposited sludge.

The publication of the results accomplished in the Exeter septic tank led to the belief that at last a process had been found which practically eliminated the sludge problem that was such a serious one in chemical precipitation, and the result was that municipal engineers everywhere installed septic tanks, fondly trusting that they would be the remedy for their troubles. Extensive experience soon showed that the deposits were not all "digested", so that it was necessary to remove the sludge from these tanks, and that the decomposition of the sludge impregnated the effluent of the tank with offensive gases.

In 1904, Travis, at Hampton, attempted to overcome the latter difficulty by constructing a false bottom in the tank, which permitted about one-fifth of the raw sewage to flow through the lower sludge compartment. This resulted in a slight improvement in the quality of the effluent, but still produced offensive sludge. The complete separation of the settling sewage from the digesting sludge was devised by Imhoff about 1906, and tanks were constructed on this principle. The results of their operation were published in an English sanitary engineering paper in May, 1909, and in the following July an experimental tank on this principle, was put into operation by the City of Philadelphia in the Spring Garden Sewage Testing Station.

The intense interest and enthusiasm shown for this type of tank seemed for a time likely to reproduce the previous experience with the septic tank. Although some improperly designed tanks have not been successful, and other well-designed tanks have caused trouble, particularly in their early operation, due to foaming from gas vents, it appears to-day, particularly for large installations, to be the safest sedimentation tank, both from the point of view of removal of settleable material and production of minimum volumes of least offensive sludge.

There is a tendency to-day to accomplish the same results through the frequent removal of sludge from a plain sedimentation tank to a separate tank for subsequent digestion.

The application of a solution of calcium hypochlorite as a chemical germicide to the effluent of a municipal sewage works was first made in 1907 by Daniels at Red Bank, N. J., and has become common practice where the destruction of pathogenic bacteria is deemed necessary to protect sources of public water supplies or shell-fish beds.

Since 1877, it has been known that the chemical changes which sewage undergoes in its artificial treatment are produced through living organisms, but the

utilization of these same biological forces in natural waters has only been scientifically considered within recent years.

Notwithstanding the one-time almost universal practice of discharging raw sewage into streams, disposal by dilution was not considered as a method of treatment. The first attempt of an American municipality to dispose of sewage by dilution, as an avowed process for its purification, was made in the construction of the Chicago Drainage Canal. From that date there has been a gradual accumulation of knowledge as to the conditions which are necessary to provide for the inoffensive assimilation and complete oxidation of sewage through properly distributing it so as to bring about good diffusion throughout the cross-section of the receiving body of water. To-day, large sums of public money can often be saved by utilizing these natural powers in streams where conditions are such that the discharge of untreated or partly treated sewage will not constitute a menace to the public health.

Refuse Disposal.

The problem of the sanitary collection and disposal of the solid refuse of the city has been only recently taken up for scientific investigation by the Engineering Profession. Prior to that time all work of this kind was left to the householder and the man who collected garbage to feed to hogs. These methods were irregular and not dependable. Nuisance and serious inconvenience resulted, and the city authorities have been compelled, as a health measure, to assume the responsibility and make this work a part of the duty of the municipality.

The gathering of the city's wastes and its economical disposal or destruction is one of the latest but not least important problems of Municipal Engineering, for on its proper carrying out depends the health and comfort of the people.

Opportunity for Service.

As I review my experience of many years covering my connection in the practice of Municipal Engineering, I more fully appreciate the changes and improvements which have taken place in city government, whereby efficient and adequate public service has been provided to care for the rapidly increasing demands of the community. Our cities are more scientifically planned, have improved methods of transportation, are better paved and lighted, are provided with a more abundant supply of pure water, and the disposal of waste is properly cared for.

The Municipal Engineer has probably greater opportunity for service than those in other branches of the Profession, since he has to do with those problems which deal directly with the welfare of the people. If he uses his training and skill tactfully and wisely he will gain the confidence of the community and thus become a factor for good. By exercising foresight and initiative, he should be the leader in anticipating and directing the affairs and the development of the community.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

SYNOPSES OF PAPERS

VERTICAL LIFT BRIDGES

By Ernest E. Howard,* M. Am. Soc. C. E.

Presented May 4th, 1921.

Synopsis.

The purpose of this paper is to outline the development of the vertical lift bridge, to discuss its principal elements, and to describe noteworthy features of some structures in which it is used. Part I deals with the general elements of lift-bridge design; Part II describes a bridge with a lifting span, the Columbia River Interstate Bridge; Part III describes a bridge with a lifting deck, the North Kansas City Bridge; and Part IV describes a bridge with a lifting span which has a lifting deck, the Harriman Bridge over the Willamette River at Portland, Ore.

Twenty-five years ago the swing span was almost the only type of movable span in use, but its limitations and deficiencies brought engineers to devise spans which would move vertically instead of horizontally. These include many ingenious bascule bridges which rotate in vertical planes, and the lift bridge which moves vertically. Although a rare type twelve years ago, more than forty lift spans have since been built, many in large and important structures. Since only fragmentary information about these structures has hitherto been available, the writer undertakes to describe in some detail the essential features of the foregoing bridges, as containing elements which typify the development of the lift-bridge idea, and as showing adaptability to widely varying conditions and limitations.

The paper indicates the advantages of the lift bridge—economy in construction, rapid operation at low cost, determinate stresses, and no new stress conditions introduced during operation. It may within reason be of any length, any width, of any material, and with any type of floor and pavement. Future alterations in the lifting span, or its floor, and future grade changes are readily allowed for; and the effect of wind on operating machinery is very slight. It is shown that few engineering elements are more reliable, efficient, and widely used than wire ropes, and most important lift spans are suspended by such ropes, although built-up chains, wrought chains, systems of levers, etc., have been considered and even tried. For counterweights for lift bridges cast iron has been used, but concrete built around a steel framework is commonly used as it costs less than one-third as much as cast iron.

* Kansas City, Mo.

The paper illustrates the operating machinery—ordinary hoisting equipment, simple and easily adjusted, and indicates that simple spur gearing ordinarily suffices, the longest shaft extending transversely from truss to truss. Electric or hand brakes, limit switches for automatic emergency stops, gasoline engines or electric motors, suitable position indicators, etc., are used.

Direct comparison of the operation of various types of movable spans in which the lift span is found to operate more quickly and costs less per operation than adjacent swing and bascule bridges, is made, speed of operation being due to the fact that the lift span need only be lifted high enough to pass the approaching boat (often only 15 or 20 ft.), and that there are no wedges or locks to be driven after the span is seated.

The Columbia River Interstate Bridge described in Part II includes a simple lift span 275 ft. long, 50 ft. wide, with a concrete floor and sidewalk, which will lift to a clear height of 150 ft. Two others of the twenty-nine spans of the structure are arranged to be converted into lift spans by the erection of towers, counterweights, machinery, etc., should increased navigation require it. The somewhat unusual methods of pier construction, superstructure erection, pumping embankment approaches, floor details, low construction costs, and the public acquirement of the property without taxation are notable in this bridge.

It is shown that the lift-bridge idea may be applied not only to lifting spans, but also to a bridge floor supported at several points along its length, called a lifting deck, Part III, which is peculiarly adaptable to double-deck structures. In older forms, of which a few small spans have been built, the lifting deck and

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its counterweights were supported from the overhead trusses. The later structures, as described, relieve the supporting trusses of about half this load by placing the counterweights at the ends of the span. The North Kansas City Bridge over the Missouri River has a lifting deck, 425 ft. long, serving a double-track railway. The special problems presented by the conditions and satisfactorily solved by the lifting deck are described.

The Harriman Bridge over the Willamette River at Portland, Ore., described in Part IV, offers a noteworthy example of the exceeding feasible variations possible with the wire-rope lift-bridge idea, for it has a lifting deck suspended under a lifting span which can be operated without movement of the span; or both can be raised at will. This design met the special condition of dense highway traffic on an upper level which is obstructed only a few times a day for the passage of masted vessels, although the lower deck is open sometimes for as many as one hundred boats per day. The river having a maximum depth of 90 ft., the piers extend to depths exceeding 140 ft., involving unusual construction methods which are described.

Quantities and costs of these three special bridges are included, and Table 1 gives general data of the more important lift bridges that have been built.

Members who desire a copy of this paper in full are requested to fill out the order blank and forward it to the office of the Secretary. The paper contains 47 pages, including 4 tables, and is illustrated by 3 diagrams and 13 half-tones.

PAPERS IN THIS NUMBER

ADDRESS AT THE ANNUAL CONVENTION AT HOUSTON, TEX., APRIL 27TH, 1921: "MUNICIPAL ENGINEERING." GEORGE S. WEBSTER.

PAPERS FOR DISTRIBUTION

"VERTICAL LIFT BRIDGES." ERNEST E. HOWARD. (Presented May 4th, 1921.)

CURRENT PAPERS AND DISCUSSIONS

PROCEEDINGS

OF THE

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OF

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OF

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(INSTITUTED 1852)

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AUGUST, 1921

Edited by the Secretary, under the direction of the Committee on Publications.

CONTENTS

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The Reading Room of the Society is open from 9 a. m. to 6 p. m., and from 7 p. m. to 10 p. m., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 p. m.

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AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PROCEEDINGS

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS

OF THE SOCIETY

June 1st, 1921.—The meeting was called to order at 8.05 P. M.; Director John P. Hogan in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 115 members and guests.

A paper by S. Bent Russell, M. Am. Soc. C. E., entitled "A Model Engineer Viewed as a Superior Mechanism" was read by the Acting Secretary, and the following contributed short discussions on the special topics indicated: C. J. Tilden, M. Am. Soc. C. E., "Engineering Ethics"; Rudolph Hering, M. Am. Soc. C. E., "Age (Experience) Improves the Quality of the Model Engineer"; Milo S. Ketchum, M. Am. Soc. C. E. (by letter, read by the Acting Secretary), "The Professor of Engineering as a Model Engineer"; R. S. Parsons, M. Am. Soc. C. E., "The Executive Can Be a Model Engineer"; I. W. McConnell, M. Am. Soc. C. E., "The Contracting Engineer Can Be a Model Engineer";

and John M. Goodell, Assoc. Am. Soc. C. E., "The Engineering Editor Can Be a Model Engineer."

The oral discussion which followed was participated in by Messrs. T. Kennard Thomson, J. P. H. Perry, R. S. Buck, D. L. Turner, and William B. Jackson.

The Acting Secretary announced the following deaths:

David Herbert Andrews, of Newton Center, Mass., elected Member, September 2d, 1885; died February 24th, 1921.

Eliot Channing Clarke, of Boston, Mass., elected Member, September 4th, 1878; died May 4th, 1921.

Thomas Curtis Clarke, of New York City, elected Member, May 4th, 1909; died May 25th, 1921.

Edmund Taylor Perkins, of Chicago, Ill., elected Member, December 3d, 1902; died May 21st, 1921.

William Henry Searles, of Elyria, Ohio, elected Member, July 2d, 1873; died April 23d, 1921.

Fred Wallis Daggett, of Trenton, N. J., elected Associate Member, May 1st, 1907; died May 10th, 1921.

William Albert Yeo, of Denver, Colo., elected Junior, October 1st, 1907; Associate Member, November 27th, 1917; died April 22d, 1921.

James Richard Donald Mackenzie, of Kansas City, Mo., elected Associate, June 1st, 1920; died January 25th, 1921.

Adjourned.

ELECTIONS AND TRANSFERS BY THE BOARD OF DIRECTION, JUNE 6TH, 1921

Elected as Members

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Leslie Clifford Whittemore, Chicago, Ill.
Harland Clark Woods, Constantinople, Turkey
Rene Barber Wright, Portland, Ore.
Te-chung Strong Yen, Washington, D. C.

Transferred from Junior to Associate Member

Paul Loveridge Heslop, Portland, Ore.

OF THE BOARD OF DIRECTION

(Abstract)

June 6th, 1921.—The Board met at 10 A. M., at the Headquarters of the Society; President Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, Messrs. Alvord, Anderson (came in at 11 A. M.), Beahan, Brown, Cummings*, Curtis, Darrow, Davis, Elwell, Greene, Grunsky, Herschel, Hogan (came in at 10.30 A. M.), Hovey, Hoyt, Hudson, Humphrey, Hunt, Langthorn, McConnell, Pegram, and Wall.

The minutes of the meetings of the Board of Direction of April 25th, 26th, and 28th, 1921, were approved with the insertion of Vice-President Wall's name among those listed as present at the session of April 28th, 1921.

The President appointed Messrs. Wall and Darrow as Tellers to canvass the Membership Ballot. The Tellers subsequently reported and the President declared the election of candidates†.

Reports from Committee on Special Committees.

Chairman Davis, of the Committee on Special Committees, reported on the two following subjects:

1.—General Form of Contract Standard Clauses:

"The Committee has considered the letter‡ of H. Eltinge Breed, Chairman of the Committee on Highway Engineering, endorsed in the letter‡ of April 23d, 1921, by Director Langthorn, advocating a committee to consider and recommend a general form of standard clauses for contracts and specifications on construction work.

"The agitation now in progress on this subject in Government and contracting circles, makes it highly desirable to have the subject considered from the engineer's standpoint, and the need of reform is acute.

"Most forms of contract have grown through many years by accretion as the results of efforts to meet demonstrated difficulties and weaknesses, producing voluminous forms full of obsolete clauses and hard to interpret and involving often arbitrary powers on the part of the engineer, susceptible of abuse and, consequently, harassing to the contractor and expensive to the principal.

"A thorough review of the situation and the formulation of general rules, and perhaps standard clauses for specifications, promises an improvement that is well worth attempting.

"We, therefore, recommend the appointment by the President of a committee of seven, representing generally different branches of engineering and industry, and different parts of the United States, to consider this subject, and report to the Society."

2.—Committee on Military Affairs:

"A suggestion was made by R. D. Coombs, M. Am. Soc. C. E.§, dated March 9th, 1921, that a committee be appointed 'charged with the duty of reporting on, or continuously assisting toward, the proper relation of the engineer to the War Department, and with particular reference to the officers of the Reserve Corps.'

* Through oversight, the name of Vice-President Cummings was omitted from the list of those present as given in the minutes of the meeting of the Board of Direction held on March 7th, 1921, as printed in *Proceedings*, Am. Soc. C. E., April, 1921, p. 377.

† See p. 572.

‡ *Proceedings*, Am Soc. C. E., May, 1921, p. 463.

§ *Proceedings*, Am. Soc. C. E., May, 1921, p. 455.

"Your Committee doubts the advisability of appointing such a committee until we ascertain the attitude of the Corps of Engineers of the Army toward such attempted co-operation.

"We, therefore, recommend that the President be requested to communicate with the Chief of Engineers and ascertain whether the suggested action would be agreeable to that Corps, and report results to this Board.

"George H. Pegram,
"A. P. Davis."

On motion of Director Hudson, seconded by Director Brown and unanimously carried, this report was accepted, and its recommendations were adopted.

Request for Additional Appropriation for Soils Committee.

The following telegram from Chairman Cummings of the Special Committee on the Bearing Value of Soils for Foundations, was also presented by Past-President Davis:

"Bureau of Standards offers research co-operation in soils for one year providing our Society contributes thirty-six hundred dollars towards Tuckerman's salary. Strongly urge and recommend such arrangement be made, half to be paid this year and half next. May I ask you to confer with them before next Board meeting in New York?"

On motion of Past-President Davis, seconded by Vice-President Cummings, this matter was referred to the Finance Committee.

Licensing Engineers.

Chairman Humphrey, of the Committee on Licensing Engineers, made a progress report explaining that there would be a meeting at the Headquarters of the Society on June 7th, 1921, at which each side of the question regarding the licensing of engineers, firms, co-partnerships, and corporations, would be discussed (W. J. Wilgus, M. Am. Soc. C. E., and four additional speakers on one side, and Gano Dunn, M. Am. Soc. C. E., and four additional speakers on the other), and that it was desirable that all Directors should also be present.

Chairman Hunt, of the Publication Committee, announced that there was published in the May, 1921, *Proceedings**, under Items of Interest, a statement of the situation regarding the New York Bill for Licensing Engineers and an argument presenting practically only one side to what is essentially a controversy, which brought protest from four of the five members of the New York State Board for Licensing Professional Engineers and Land Surveyors†. He stated that it seems appropriate that something in the nature of a correction should go out to the membership of the Society to indicate that this was not a closure of the subject so far as the Society was concerned, nor did it express the opinions of the Society, or the Board, but that further opportunity for discussion would be given, and that it is proposed to send a circular to the membership, as follows:

"June 7th, 1921.

"To the Members of the
"American Society of Civil Engineers:

"A communication has been received from four of the five members of the New York State Board for the Licensing of Professional Engineers, in which

* Page 533.

† See p. 601.

it is claimed that the statement in the May *Proceedings*, pages 533-539, in reference to 'The New York License Law Situation', does not give the full facts of both sides of the controversy.

"The Committee on Publications will afford an opportunity to those holding opposing views to present them in the August *Proceedings*, which will also include the communication from the four members of the New York State Board for Licensing Professional Engineers.

"Respectfully yours,

"ELBERT M. CHANDLER,
"Acting Secretary."

Vice-President Hunt moved that the Acting Secretary be instructed to send this circular to all members of the Society. This motion was seconded by Director Hogan.

Director McConnell recited the history of this matter and the question of issuing at the present time the letter of protest referred to, from the four members of the New York State Board for the Licensing of Professional Engineers (which letter was read, together with a telegram from W. J. Wilgus, M. Am. Soc. C. E., who was Chairman of that Board), and the subject was discussed by Directors Anderson, Cummings, Davis, Grunsky, Hudson, Hunt, Herschel, Hogan, and Langthorn.

Director Langthorn offered the following as an amendment to Vice-President Hunt's motion:

"Eliminate the last clause of the circular as submitted, which states that the communication will be published in the August *Proceedings*, and say: 'The communication from the four members of the New York State Board for Licensing Professional Engineers is enclosed'."

This amendment was seconded by Past-President Herschel, and lost by an "aye" and "no" vote.

Vice-President Hunt's motion was then carried unanimously.

On the suggestion of Past-President Herschel, the following motion was made by Past-President Davis, seconded by Director Langthorn, and carried unanimously after discussion by Directors Curtis, Humphrey, and Hunt:

"That the Acting Secretary write a letter, which shall be approved by the President of the Society and the Chairman of the Publication Committee, to the New York State Board for Licensing Professional Engineers, explaining that through inadvertence the communication referred to was published."

Vice-President Hunt reported progress for himself and Director Elwell as representatives of the Society on the Committee on a Proposed Universal Code of Ethics.

REPORTS FROM THE ACTING SECRETARY ON VARIOUS ACTIVITIES.

The Acting Secretary reported on the following:

That the revised personnel of the Committee to Promote the Technical Activities and Interests of the Society is Messrs. Gardner S. Williams, Chairman, J. N. Chester, William B. Gregory, C. M. Holland, J. C. Ralston, W. L. Stevenson, and Leonard C. Wason.

That correspondence with the Committee appointed to co-operate in securing the appointment of an engineer on the Interstate Commerce Commission (Messrs. Charles Hansel, James L. Tighe, Edward H. Lee, Charles S. Church-

ill, and Samuel Murray), showed that nominations are now closed for the vacancies existing.

That President Webster had appointed W. A. Slater, M. Am. Soc. C. E., as Chairman, and F. R. McMillan, M. Am. Soc. C. E., as the new member of the Joint Committee on Concrete and Reinforced Concrete, both of whom had accepted.

That President Webster had decided, in view of the declination by M. E. Cooley, M. Am. Soc. C. E., of the appointment as one of the Society's representatives on the Library Board of the Engineering Societies Library, to change Vice-President Stuart from the one-year to the three-year term as such representative, and had appointed F. H. Constant, M. Am. Soc. C. E., for the one-year term.

That President Webster had added Messrs. John R. Freeman and George Gibbs, Members, Am. Soc. C. E., to the delegation appointed to represent the Society at the Engineering Conference in London on June 29th, 1921.

That President Webster had appointed Messrs. James C. Nagle, Chairman, Harry L. Haehl, and William Easby, Jr., as a Committee on Prizes for 1921.

That President Webster, in response to an invitation to the Society to appoint a delegate to the Twenty-ninth Annual Meeting of the Society for the Promotion of Engineering Education to be held at Yale University, New Haven, Conn., from June 28th to July 1st, 1921, inclusive, had appointed Director C. C. Elwell as such delegate, and that he has accepted.

That a report had been received from Charles L. Pillsbury, M. Am. Soc. C. E., representative of the Society at the inaugural exercises for the installation of Lotus Delta Coffman as President of the University of Minnesota on May 13th, 1921.

That in answer to an invitation to the President of the Society to appoint a committee, of which he should be Chairman, to participate in the unveiling of a bronze tablet in the colonnade of the Hall of Fame, at New York University, in honor of the late James Buchanan Eads, F. Am. Soc. C. E., on May 21st, 1921, President Webster had appointed as such Committee Messrs. George S. Webster, Chairman, Onward Bates, Lansing H. Beach, John F. Coleman, F. S. Curtis, Ralph Modjeski, George H. Pegram, Francis Lee Stuart, and E. E. Wall, all of whom had accepted except Gen. Beach and Mr. Curtis.

That President Webster had appointed Messrs. Herman Schneider, O. M. Eidlitz, and J. F. Murray as a Committee on Industrial Education.

On motion of Director Hudson, seconded by Director Humphrey and unanimously carried, the action of the Executive Committee in regard to payment of the Society's share in engrossing resolutions of greeting, in connection with the Engineering Conference in London, to The Institution of Civil Engineers and to the Societe des Ingenieurs Civils de France, which it is understood will amount to about $75 for both, was approved.

The Acting Secretary presented for consideration the resolution* adopted by the Board of Direction at its meeting of January 17th, 1921, recommending that at its Quarterly Meetings the Board sit as a Committee of the whole on matters relative to the external relations of the Society and that it appoint Local Committees in such districts as may appear to it to be desirable, to act under the Chairmanship of the member of the Board of Direction of the district on these matters, in order that the work of the Committees and of the Society may be properly co-ordinated without undue expense to the Society, explaining that action on this matter having been deferred by the meeting of the Board of March 7th, 1921, until after the Annual Conven-

* *Proceedings*, Am. Soc. C. E., February, 1921, p. 163.

tion, and that such Annual Convention now being over, he again presented the subject for consideration by the Board.

On motion of Director Humphrey, duly seconded and carried, this matter was again deferred until after action has been had on the proposed amendments to the Constitution.

EMPLOYMENT SERVICE FOR MEMBERS OF THE SOCIETY.

The Acting Secretary reported that at its meeting of January 18th, 1921, the Board had passed a motion* recommending that the new Board consider the question of providing some form of employment service for members of the Society, and that at the meeting of January 20th, 1921, the Board instructed the Secretary to give publicity in *Proceedings* to the fact that, for the time being, members of the Society might file applications for employment with the Secretary of the Society, who would handle them either independently or by means of the existing employment service of the American Engineering Council as he might arrange.*

In this connection it was reported that in a letter of March 11th, 1921, Secretary Wallace, of the American Engineering Council of The Federated American Engineering Societies, stated that the following resolution had been passed on February 14th, 1921, by its Executive Board:

"*Voted:* That should the American Society of Civil Engineers desire to continue its support of the Employment Bureau, the Committee on Procedure is hereby authorized to accept this support during the year 1921."

It was stated that Secretary Wallace has asked that if the Board decides to continue this support of the Employment Bureau it be made retroactive from January 1st, 1921, and that if the proposition is rejected, the Society pay a proportionate share of $3 000 up to the present time.†

It was explained that action by the Board in this matter had been delayed, awaiting a complete report on the Employment Bureau situation, which was not received until the middle of May, and then only for review. The Acting Secretary reported that he had looked over this report and had made the following resumé:

	1919	1920
Registrants	5 377	2 256
Requisitions	2 495	2 668
Placements	1 256	1 606

The average cost per placement in 1920 was $7.93.

The following motion was made by Director Humphrey, seconded by Director Grunsky and unanimously carried, after discussion by Directors Hudson and Cummings:

"That the invitation extended by The Federated American Engineering Societies to continue our support and receive the service of the Employment Service be accepted and that it be made retroactive, covering the fiscal year from January 1st, 1921."

NEWS ITEMS AND THE TECHNICAL PRESS.

The Acting Secretary asked for instructions from the Board regarding its policy in giving news items of the Society to the engineering press. After

* *Proceedings,* Am. Soc. C. E., February, 1921, pp. 165, 174.

† In 1920 the Society paid $3 000, and in 1919 $1 500.

discussion by Directors Brown, Curtis, Davis, Hudson, Herschel, Humphrey, and Hunt, and the offer of a tentative motion and amendment, the following motion was offered by Director Humphrey, seconded by Past-President Davis and carried:

"The Secretary is hereby authorized and instructed to make prompt announcement of actions by the Society that are of general interest at his discretion."

Commissioning of Sanitary Engineers in the U. S. Public Health Service.

Communications were presented, requesting endorsement of efforts being made to have sanitary engineers in the U. S. Public Health Service commissioned on the same basis as physicians.

On motion of Director Anderson, duly seconded and carried, it was decided that the President should appoint a committee of three to consider this matter and report to the Board.

Quantity Survey and Payment for Estimating.

A letter was presented from R. C. Marshall, Jr., M. Am. Soc. C. E., General Manager of the Associated General Contractors of America, dated June 1st, 1921, enclosing a copy of "Quantity Survey and Payment for Estimating; Recommended Procedure to Owners and Investors, Architects, Engineers, and Contractors," prepared by a Joint Committee representing the American Institute of Architects, the American Engineering Council of the Federated American Engineering Societies, and the Associated General Contractors of America, with a statement that it had been approved by the Executive Board of the Associated General Contractors of America and by the American Institute of Architects.

On motion of Director Humphrey, seconded by Director Brown and carried unanimously, it was decided that the President should appoint a committee of three to investigate and report on this communication to the Board.

Highway Research.

The Acting Secretary reported that at its meeting of April 13th, 1921, the Council of the American Institute of Consulting Engineers had passed a resolution in regard to highway research, re-affirming and accentuating the views expressed in the resolution quoted below urging renewed and energetic effort to secure an appropriation by the National Government at an early date of a sum sufficient to cover the cost of such research:

"*Resolved:* That the Federal Congress be requested and strongly urged to authorize and direct the Secretary of Agriculture to set aside an appropriation, out of any unexpended balance from the sums appropriated by Congress under the Federal Aid Road Act of 1916 and the amendments thereto, a sum not to exceed three hundred thousand dollars, to be expended in research to supply the physical and economic data needed for the intelligent and efficient design, construction, maintenance, and operation of highways; said research to be conducted under the authority and control of the Engineering Division of the National Research Council, by a commission, appointed by the said Engineering Division, of three men, who shall devote their whole time to the work, and shall receive adequate compensation for their services."

After discussion by Vice-President Cummings and Director Humphrey, on motion of Vice-President Cummings, seconded by Past-President Davis and carried unanimously, this matter was referred to Director Marston for report to the Board.

Engineering Foundation.

The Acting Secretary reported on the advisability of inviting Engineering Foundation to consider the question of serving as the Division of Engineering of the National Research Council, which had been referred for information only to the Committee of the Board considering the personnel of the Research Committee and representatives of the Society on the Advisory Committee on Civil Engineering of the Division of Engineering of National Research Council, and stated that the National Research Council has the matter under consideration.

After discussion by President Webster and Past-Presidents Davis, Herschel, and Pegram, on motion of Director Humphrey, duly seconded and carried, this matter was laid on the table.

Sub-Committees of American Engineering Standards Committee.

On motion of Treasurer Hovey, seconded by Director Humphrey and duly carried, Messrs. J. H. Edwards, Chairman, H. G. Balcom, and J. B. French were continued as the representatives of the Society on the Sectional Committee on Steel Shapes of the American Engineering Standards Committee.

At the request of Treasurer Hovey, the Acting Secretary read a letter from Chairman Edwards of this Committee in regard to securing the co-operation of the American Railway Engineering Association in its work. The matter was discussed by Treasurer Hovey and Director Humphrey, but no action was taken.

Subsequently, the following letter was presented:

"June 6th, 1921.

"To the Board of Direction,
"American Society of Civil Engineers:

"Dear Sirs.—The Sectional Committee on Steel Structural Shapes of the American Engineering Standards Committee at a meeting on April 19th, 1921, passed this resolution:

"'That the American Engineering Standards Committee be requested to invite the American Railway Engineering Association to look into the matter of representation on the Sectional Committee, and if its officials feel that its interests are not fully represented then to designate representatives of its own so that the use of structural shapes in bridges and other railway structures may be fully covered.'

"As Chairman of the Committee designated by the American Society of Civil Engineers, I request that the American Society of Civil Engineers as a Sponser Society request the American Railway Engineering Association to designate a Committee to become members of this Sectional Committee.

"Yours respectfully,
"J. H. Edwards."

The following motion offered by Director Humphrey and seconded by Treasurer Hovey, was unanimously carried:

"That the Board instruct the Acting Secretary to join with the Secretaries of other Sponsor Societies in making a request to the American Railway Engineering Association that it consider the advisability of appointing a Committee to act with the Sectional Committee on Structural Steel Shapes of the American Engineering Standards Committee."

Flood Damage and Bridge Construction.

A letter dated April 29th, 1921, from W. L. Thompson, M. Am. Soc. C. E., was presented, enclosing a newspaper clipping in regard to flood damage at Jackson, Miss., stated to be due to lack of foresight in bridge construction. Mr. Thompson suggested that the Society take some action more than refuting the statements made in the article.

After discussion by Vice-President Cummings and Director Anderson, Past-President Herschel moved that the matter be received and placed on file, which motion was lost by an "aye" and "no" vote.

Director Alvord moved that the communication be referred to the nearest Local Section of the Society in that district, with the suggestion that such matters ought to be taken up by the Local Sections and acted on promptly.

Past-President Herschel seconded this motion, which was duly carried.

A letter of April 26th, 1921, from the American Engineering Standards Committee was presented, stating that the application of the American Institute of Architects for membership in that Committee stands approved unless objection is received before July 25th, 1921.

Advertising the Society.

A letter of May 21st, 1921, from W. A. Hoyt, M. Am. Soc. C. E., was presented stating that he does not see why a campaign of advertising cannot be undertaken to let the public know something of what the Society stands for and make the term, Engineer, mean something.

On motion of Director McConnell, seconded by Director Humphrey and carried, the Acting Secretary was asked to write to Mr. Hoyt for suggestions as to how to bring about the desired end.

A letter of June 2d, 1921, was presented from Secretary Gerber, of the Illinois Section, transmitting the following motion made by its President, A. F. Reichmann, M. Am. Soc. C. E., at the Annual Meeting of the Section held January 13th, 1921, at which 50 members were present and President Reichmann presided:

"That the American Society of Civil Engineers co-operate with the American Institute of Architects in the formulation of uniform specifications for building construction."

Director Humphrey stated that this seemed to be involved in the question of external relations which had been laid on the table, and, on his motion, duly seconded and carried, this matter was laid on the table.

Recess was taken at 1 P. M. for luncheon.

The Board reconvened at 2.30 P. M., with the same attendance as in the forenoon, with the addition of Vice-President Stuart.

The Acting Secretary presented the proposed Constitution of the Northeastern Section, received May 31st, 1921 (superseding the Constitution previously forwarded) which conforms with the rules in all essentials, except that the statement of objects is different.

After discussion by Directors Anderson, Beahan, Curtis, Grunsky, Hoyt, Humphrey, and Stuart, on motion of Director Humphrey, seconded by Vice-President Wall and duly carried, it was:

"*Resolved:* That the proposed Northeastern Section be informed that the formation of such a Section would be approved when the Constitution is in line with that used by all other Local Sections."

The Acting Secretary presented an invitation from the Cincinnati Section to hold the 1922 Convention in that city. An invitation was also presented to have the Society meet in Toronto, Ont., Canada, with the American Society for the Advancement of Science, in December, 1921.

The Acting Secretary reported that he had replied in each case stating the impossibility of complying with the requests, which reply, on motion, duly seconded, was approved without comment.

Reinstatements of Members.

A suggestion was made by Vice-President Cummings in regard to the desirability of republishing the records of members asking for reinstatement, in the Preliminary List, and that some form of application be approved to cover such cases.

On motion of Director Humphrey, seconded by Vice-President Hunt, this was referred to the Committee to Consider the Formulation of a Plan for Acting on Applications for Membership.

Return of Certificate and Badge.

A letter of May 25th, 1921, from Vice-President Cummings, in regard to requiring the return of certificates and badges by members who resign or who are dropped for non-payment of dues, was presented.

After discussion by Directors Alvord, Anderson, Cummings, Davis, Elwell, Herschel, Humphrey, Stuart and Wall, the following motion was offered by Director Humphrey to be inserted hereafter in the obligation forms:

"If for any reason the undersigned ceases to be a member, he will return his badge and certificate of membership"

and was carried by show of hands, resulting in 19 "ayes" and 3 "noes".

Card Index of Members.

A letter of May 13th, 1921, from A. W. Buel, M. Am. Soc. C. E., was presented, suggesting that the Society should have a card index of data on the experience and qualifications of members.

The following motion was made by Director Alvord and seconded by Director Humphrey:

"That the Committee to Consider the Formulation of a Plan for Acting on Applications for Membership be instructed to consider and report to this Board on the advisability of having the membership of the Society prepare and submit on blank forms with certain simple rules for length of specified items, the record of their experience, so that the same may be kept on file in the office of the Secretary."

Past-President Curtis offered an amendment to refer it to the Committee on Special Committees. This amendment was seconded by Vice-President Wall, and carried by show of hands resulting in 13 "ayes" and 9 "noes".

The motion as amended was then adopted.

A letter of April 26th, 1921, from David J. Shaw, Assoc. M. Am. Soc. C. E., was presented, asking for an official interpretation of the Constitutional requirement for the grade of Associate.

On motion of Vice-President Hunt, seconded by Director Humphrey and duly carried, this matter was referred to the Committee to Consider the Formulation of a Plan for Acting on Applications for Membership.

A letter of May 24th, 1921, from Charles E. Fowler, M. Am. Soc. C. E., was presented, in regard to supplying moving picture films to the various Local Sections. Director Humphrey moved that this suggestion be declined. This motion was seconded by Past-President Curtis and carried unanimously.

Rules for Formation of Local Sections.

The question of collating and revising the rules for the formation of Local Sections and issuing them in pamphlet form was, on motion of Director Humphrey, seconded by Director Greene and duly carried, referred to the Publication Committee.

Release of Society Space.

The Acting Secretary reported correspondence of May, 1921, between J. V. Davies, M. Am. Soc. C. E., President, United Engineering Society, and Past-President Davis, one of the Society's representatives on the Board of Trustees of United Engineering Society, concerning the allottment of space in the Engineering Societies Building.

The Acting Secretary suggested the following tentative resolution for consideration by the Board:

"*Resolved:* That the Board of Direction authorizes release of Room 1605 on the 16th Floor of Engineering Societies Building to United Engineering Society for the use of the Illuminating Engineering Society, subject to the following reservations:

"First: That the usual Associates Agreement be entered into giving this Society the right to recall the use of this space upon 30 days' written notice.

"Second: That the American Society of Civil Engineers be credited with the entire amount of rent paid by the Illuminating Engineering Society, which is estimated to be $1 560 per year.

"Third: That the United Engineering Society will assume the responsibility for constructing suitable tile and plaster partitions in the main business office of this Society on the 15th Floor in order to provide a room for the use of the addressograph."

After discussion by Directors Beahan, Cummings, Curtis, Davis, Herschel, Hoyt, Humphrey, and the Acting Secretary, on motion of Director Humphrey,

duly seconded and unanimously carried, the resolution was approved under the conditions stated.

The Acting Secretary made a detailed report, giving figures, in regard to the necessity of diminishing the stock of publications in order to reduce storage space.

On motion of Vice-President Cummings, duly seconded and carried, this matter was referred to the Library Committee with power to act.

Ballot on Proposed Revision of the Constitution.

The Acting Secretary reported that it is proposed to issue the ballot on the Proposed Revision of the Constitution on August 3d, 1921, and that according to the provisions of the present Constitution the vote will be canvassed on October 5th, 1921; and, further, that Messrs. Parker and Aaron, Counsel, have prepared a letter, which was read in full, giving their opinion of the legality of the proposed revision. The Acting Secretary asked for instructions as to whether this letter should be issued to the membership with the letter-ballot.

After discussion by Past-President Herschel and Directors Humphrey and McConnell, it was moved by Past-President Davis, seconded by Vice-President Hunt and carried that "the letter from Parker and Aaron be issued with the ballot."

New Student Chapters.

Approval was given to the formation of the following Student Chapters, at such time as the initial dues shall have been paid:

The University of California Student Chapter.
The University of Nebraska Student Chapter.

Honorary Membership.

A report was received from Past-Presidents Davis and Pegram, who had been appointed by the President to canvass the ballots on Honorary Membership.

President Webster announced that as the result of this canvass Messrs. Samuel Rea, M. Am. Soc. C. E., and Ambrose Swasey had been elected Honorary Members of the Society.*

Annual Meeting Programme.

After stating that the Annual Meetings of the Society and the Annual Conventions have been largely social affairs, that the last three Annual Meetings were hardly constructive and worthy of a great Society, that it has been the practice to have very little in the way of subjects that affect broad engineering problems, and that he believed the next Annual Meeting should try the experiment of devoting at least part of the sessions to a discussion of some of the great problems that confront the Nation, Director Humphrey moved:

"That there be appointed at this time, at the convenience of the President, the Committee to have charge of the Annual Meeting of the Society, with

* See p. 614.

a view to making recommendation as to a programme covering that meeting along the lines discussed."

This motion was seconded by Director Beahan and unanimously carried.

Vice-President Stuart made the following motion, which was seconded by Director Humphrey and duly carried:

"That the Executive Committee present to this Board some broad plan by which from 100 to 250 men in the Profession can be honored by the Society in some way."

Urges Completion of Topographic Surveys of United States.

Director Brown moved the adoption of the following resolution, which was seconded by Past-President Davis and duly carried:

"Realizing the great importance of adequate topographic maps for the development of the natural resources of the country and the economical planning and construction of all kinds of engineering projects, and believing that the saving in cost of such public and private projects to be constructed during the next decade will more than offset the expense of making standard topographic maps and will justify the necessary expenditure of Federal and State agencies in co-operation

"*Therefore Be It Resolved:* That the Board of Direction of the American Society of Civil Engineers endorses House Bill 5 250 which provides for the completion of the topographic surveys of the United States, and urges its early consideration and passage."

The Board recessed at 5.05 P. M., to meet as a Membership Committee.

The Board reconvened at 10.05 P. M., at the conclusion of the meeting of the Membership Committee.

The report of the Membership Committee was presented.

On motion, duly seconded, the recommendations of this report, which was not read, were adopted as the action of the Board.*

Letter-heads for Student Chapters and Special Committees.

Acting Chairman Humphrey, of the Publication Committee, submitted several alternative forms of letter-heads for Student Chapters and Special Committees, which matter had been referred to the Publication Committee by the Board, and on his motion, seconded by Past-President Curtis, the recommended forms were approved.

Adjourned at 10.25 P. M., to meet July 11th, 1921, at the Headquarters of the Society.

July 11th, 1921.—The Board convened at 10.05 A. M., at the Headquarters of the Society; President Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, Messrs. Beahan, Brown, Curtis, Greene, Hudson, Humphrey, Langthorn, McConnell, Marston, and Pegram.

On motion, duly seconded and carried, permission was granted for the Acting Secretary to have an assistant present during meetings of the Membership Committee to record actions taken, in order to facilitate the work.

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* See p. 572.

The President appointed Directors Brown and Greene as Tellers to canvass the Membership Ballot. The Tellers subsequently reported, and the President declared the election of candidates.

The Board recessed at 10.15 A. M. to meet as a Membership Committee.

The Board reconvened at noon; President Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, Messrs. Beahan, Brown, Curtis, Greene, Herschel, Hudson, Humphrey, Langthorn, McConnell, Marston, and Pegram.

The report of the Membership Committee was presented*.

On motion, duly seconded, the recommendations of this report, which were not read, were adopted as the action of the Board.

The Board adjourned at 12.30 P. M.

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* See p. 575.

COMMITTEE APPOINTED BY THE BOARD OF DIRECTION TO REPORT ON LICENSING OF PROFESSIONAL ENGINEERS

The Board of Direction at its meeting at Houston, Tex., April 26th, 1921, authorized President Webster to appoint a committee of its members to report on the whole matter of licensing of engineers. The President appointed

RICHARD L. HUMPHREY, *Chairman*,
Philadelphia, Pa.;

WILLARD BEAHAN, Cleveland, Ohio; BAXTER L. BROWN, St. Louis, Mo.;
A. M. HUNT, New York, N. Y.; ANSON MARSTON, Ames, Iowa.

The Committee in carrying out the instructions of the Board of Direction has arranged a series of conferences at which the views of members of the Society, and others, can be presented. The attendance at these conferences is at present limited by invitations extended by the Committee to those who have had experience in or made a study of licensing, and can offer constructive suggestions in the matter.

The first of these conferences was held in the Board Room of the American Society of Civil Engineers on June 7th, 1921, at 7.30 P. M. The discussion was limited solely to the question of licensing of firms, co-partnerships, corporations and joint-stock associations to practice professional engineering.

In calling the conference to order, Chairman Humphrey stated that inasmuch as the question which has been recently before the New York State Legislature as to the licensing of firms, co-partnerships and corporations to practice engineering was a very important one, it was thought desirable to devote the first conference entirely to this subject and through the co-operation of William J. Wilgus and Gano Dunn, Members, Am. Soc. C. E., a joint debate limited to an equal number of speakers on each side of the question had been arranged.

By unanimous consent a further conference on this subject was deemed desirable, to be held in the fall subject to the call of the Committee. Meanwhile the parties in controversy agreed to endeavor to reach an agreement on this important question.

The following were in attendance at the Conference:

MEMBERS OF THE COMMITTEE

Richard L. Humphrey, Chairman, Philadelphia, Pa.; Willard Beahan, Cleveland, Ohio; Baxter L. Brown, St. Louis, Mo.; and A. M. Hunt, New York City.

MEMBERS OF THE BOARD OF DIRECTION

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Opponents to Licensing Firms, Co-Partnerships, Corporations, and Joint-Stock Associations

William J. Wilgus, M. Am. Soc. C. E., former Chairman, New York State Board of Licensing for Professional Engineers and Land Surveyors, Consulting Engineer, New York City; Howard C. Baird, M. Am. Soc. C. E., Consulting Engineer, New York City; William H. Burr, M. Am. Soc. C. E., Consulting Engineer, New York City; J. Vipond Davies, M. Am. Soc. C. E., Consulting Engineer, New York City; George Gibbs, M. Am. Soc. C. E., Consulting Engineer, New York City; J. P. Hallihan, M. Am. Soc. C. E., Consulting Engineer, New York City; Robert H. Jacobs, M. Am. Soc. C. E., Past-President, New York Chapter, American Association of Engineers, Division Engineer, Transit Commission, New York City; Ralph D. Mershon, M. Am. Soc. C. E., Consulting Engineer, New York City; F. A. Molitor, M. Am. Soc. C. E., Consulting Engineer, New York City; R. S. Parsons, M. Am. Soc. C. E., General Manager, Erie Railroad, New York City; Lewis B. Stillwell, M. Am. Soc. C. E., Consulting Engineer, New York City; Daniel L. Turner, M. Am. Soc. C. E., Consulting Engineer, Transit Commission, New York City; Samuel Whinery, M. Am. Soc. C. E., Consulting Engineer, New York City.

Others Present

Elbert M. Chandler, Acting Secretary, American Society of Civil Engineers, New York City; Edwin Ludlow, President, American Institute of Mining and Metallurgical Engineers, New York City; F. L. Hutchinson, Secretary, American Institute of Electrical Engineers, New York City; Frank C. Wight, Managing Editor, *Engineering News-Record*, New York City; and J. P. J. Williams, Secretary's staff, American Society of Civil Engineers, New York City.

The second conference was held on July 11th, 1921, in the Board Room of the American Society of Civil Engineers, at which the matters discussed were

the general phases of licensing other than those pertaining to that which formed the subject of the first conference. The desirability of license laws for professional engineers, the present situation as regards license laws, and what the attitude of the Society, and of the Profession should be in the matter of licensing, and other phases of the question, were discussed.

The following were in attendance at the conference:

Members of the Committee

Richard L. Humphrey, Chairman, Philadelphia, Pa.; Willard Beahan, Cleveland, Ohio; Baxter L. Brown, St. Louis, Mo.; and Anson Marston, Ames, Iowa.

Members of the Board of Direction

George H. Pegram, New York City; C. W. Hudson, New York City; and J. S. Langthorn, New York City.

Others Present

Francis Blossom, M. Am. Soc. C. E., Member of Sanderson and Porter, Engineers, New York City; Henry Goldmark, M. Am. Soc. C. E., Consulting Engineer, New York City; J. M. Goodell, Assoc. Am. Soc. C. E., New York City; P. W. Henry, M. Am. Soc. C. E., Consulting Engineer, Vice-President, American International Corporation, New York City; J. P. Hallihan, M. Am. Soc. C. E., Consulting Engineer, New York City; A. E. Kastl, M. Am. Soc. C. E., Consulting Engineer, Chillicothe, Ill.; W. S. Kinnear, M. Am. Soc. C. E., Consulting Engineer, New York City; Fred Lavis, M. Am. Soc. C. E., Consulting Engineer, New York City; H. G. Reist, Secretary, New York State Board of Licensing for Professional Engineers and Land Surveyors, Schenectady, N. Y.; Calvin W. Rice, Secretary, American Society of Mechanical Engineers, New York City; Robert Ridgway, M. Am. Soc. C. E., Chief Engineer, Transit Commission, New York City; F. F. Sharpless, Secretary, American Institute of Mining and Metallurgical Engineers, New York City; D. L. Turner, M. Am. Soc. C. E., Consulting Engineer, Transit Commission, New York City; L. W. Wallace, M. Am. Soc. M. E., Secretary, The Federated American Engineering Societies, President, Society of Industrial Engineers, Washington, D. C.; M. J. Whitson, M. Am. Soc. C. E., Stone and Webster, Engineers, New York City; W. J. Wilgus, M. Am. Soc. C. E., former Chairman, New York State Board of Licensing for Professional Engineers and Land Surveyors, Consulting Engineer, New York City; T. L. Condron, M. Am. Soc. C. E., Chairman, Committee on Licensing of The Federated American Engineering Societies, Consulting Engineer, Chicago, Ill.; William H. Burr, M. Am. Soc. C. E., Consulting Engineer, New York City; Samuel Whinery, M. Am. Soc. C. E., Consulting Engineer, New York City; Robert H. Jacobs, M. Am. Soc. C. E., Past-President, New York Chapter, American Association of Engineers, Division Engineer, Transit Commission, New York City; Elbert M. Chandler, Acting Secretary, American Society of Civil Engineers, New York City.

A third conference will be held in the Board Room of the American Society of Civil Engineers on August 22d, 1921, at 7.30 P. M.

ITEMS OF INTEREST

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax. A gift for research is a productive investment.

The Foundation is compiling a directory of the hydraulic laboratories of the United States, and is planning an investigation of industrial education and training. It undertakes useful researches which do not promise profits sufficient to tempt industrial organizations to undertake them, researches which should be made under disinterested auspices, and researches which lie outside the province of Government bureaus.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

New License Law for State of Colorado

On April 4th, 1921, the Governor of Colorado signed the new license law for the regulation of the practice of engineering and land surveying. It repeals the former Act, which had been in force since April 9th, 1919, and is based on Engineering Council's proposed uniform law.* The principal provisions in which the latter has been modified are as follows:

To the title has been added "creating a State Board of Examiners for engineers and land surveyors, providing for the licensing of engineers and land surveyors, providing penalties for the violation of this Act, and repealing Chapter 185 of the Session Laws of Colorado, 1919."

Throughout the law, the word "professional" is omitted in referring to engineering.

The last section of the bill is an emergency clause stating that the Act shall take effect immediately.

Section 2 of the uniform law is omitted entirely.

Section 2.—Appointment of the Board.—The title of the Board is "State Board of Examiners"; it is composed of five, instead of seven, members, four of whom are appointed by the Governor, the State Engineer being the fifth member *ex-officio,* and designated as Secretary-Treasurer. The term of office of the members of the Board terminates on April 1st.

The section on qualifications and expenses does not specify any compensation per day for members of the Board.

Section 5.—Organization and Meetings of the Board.—The Board is to hold four, instead of two, regular meetings each year, and it is specified that it may hold special meetings at such places as it may elect. A quorum of the Board is specified as three members.

Since the State Engineer is Secretary-Treasurer, no surety bond is prescribed for the Secretary.

Section 7.—Records and Reports.—The roster is to be prepared during the month of November and kept on file in the office of the Secretary. The report to the Governor is to be made on or before December 31st of each year.

Section 8.—Applications for and Issuance of Certificates.—A fee of $15 is prescribed for a license, the word "license" being substituted throughout for "certificate of registration". Canada is omitted in specifying that licenses may be issued to persons who hold similar licenses from other States. The provision requiring citizenship of the United States or a declaration of intention to become a citizen is omitted, and seven, instead of six, years of practice are required.

Among the facts considered as *prima facie* evidence "satisfactory to the Board" the requirement of four years of active practice by a graduate of an approved engineering school or college is reduced to three years, and seven, instead of ten, years of active practice of a character satisfactory to the Board are specified.

Licenses expire on December 31st, and must be renewed prior to March 1st, for a fee of $5. The provision that the Secretary must notify every person who holds a certificate is omitted.

* Reprinted in full in *Proceedings,* Am. Soc. C. E., January, 1920, p. 32.

Section 9.—Revocation and Reissue of Certificates.—Licenses may be revoked or reissued if three, instead of five, members of the Board vote in favor thereof. The requirement for notifying the Secretary of State and clerks of municipalities, etc. is omitted, and no provision is made for issuing new certificates to replace those lost, destroyed or mutilated.

Section 12.—Exemptions.—Practice by a non-resident for ninety, instead of fifteen, days in any calendar year is permitted, and the following new clauses are added to the exemptions:

"Practice as a consulting engineer by any person who is not a resident of this State, provided he is consulting with a licensed resident engineer.

"Any person heretofore licensed to practice engineering or land surveying in this State shall be granted a license hereunder upon the payment of renewal fee as herein provided."

The section on public work is omitted.

The following new sections are included:

"*Section 15.*—The State Treasurer shall, upon the taking effect of this Act, transfer all funds from the fund designated as the 'Engineers Examiners Fund' to the fund herein created designated 'Fund of the Board of Examiners for Engineers and Land Surveyors.'

"*Section 16.*—The Board of Examiners are empowered to use the funds in its control to pay the traveling expenses of a representative to the meeting of the Council of State Boards of Engineer Examiners, and they are also empowered to appropriate any such funds as are in the 'Fund of the Board of Examiners for Engineers and Land Surveyors' and not necessary for the provisions of this Act, for the purchase of technical books and publications.

"*Section 17.*—Nothing in this Act shall be construed to limit the rights, privileges and duties of architects licensed to practice under the provisions of an Act as defined in 'An Act to provide for the licensing of architects and regulating the practice of architecture in the State of Colorado', approved April 26th, 1909, in force October 25th, 1909, and all amendments thereto; provided, that nothing contained in this Act shall prevent draftsmen or other assistants of those legally practicing as licensed engineers from acting under the instruction, control or supervision of their employers or shall prevent the employment of superintendents of construction, paid by the owner, from acting, if under the control and direction of a licensed engineer.

"*Section 18.*—The Act approved April 9th, 1919, being Chapter 185, of the Session Laws of Colorado, 1919, is hereby repealed and any and all Acts or parts of Acts inconsistent herewith are hereby repealed. If, for any reason, any provision of this Act shall be declared unconstitutional, it shall not effect the operation of the other provisions of this Act.

"*Section 19.*—The General Assembly hereby declares that this Act is necessary for the immediate preservation of the public safety."

Pennsylvania License Law for Engineers and Surveyors

The bill to regulate the practice of the profession of engineering and of land surveying passed by the Legislature of the State of Pennsylvania, was signed by Governor Sproul on May 26th, 1921. This law is similar to the recent laws passed by various other States* and is based on Engineering Council's uniform law, but differs from the latter principally as follows:

The following is added to the title:

"creating a State Board for the Registration of 'Professional Engineers' and 'Land Surveyors', defining its powers and duties, imposing certain duties

* See *Proceedings*, Am. Soc. C. E., May, 1921, p. 518.

upon the Commonwealth and political subdivisions thereof in connection with public work, and providing penalties."

In Section 1, June 1st, 1922, is specified as the date after which it shall be unlawful for any person to practice or offer to practice unless duly registered or exempted.

The following definition of "Professional Engineer" is added:

"*Section 2.—Definitions.*—The term 'Professional Engineer' as used in this Act means a person who through technical knowledge gained by education or experience in one or more branches of engineering initiates, investigates, plans, and directs the control of the forces of, and the utilization of the materials of, nature and of human activities in connection therewith for the benefit of man, and who represents himself or herself to be such a 'Professional Engineer' either through the use of the term 'Professional Engineer' with or without qualifying adjectives, or through the use of some other title implying that he or she is such a 'Professional Engineer'."

The term "Board" is defined to mean the State Board for Registration of Professional Engineers and of Land Surveyors.

The Board consists of five, instead of seven, members, who must be registered professional engineers, and who are full Corporate Members in good standing in at least one of the four Founder Societies, so selected that not more than two shall be members of the same Society. The regular term of members of the Board is five, instead of four, years.

Compensation is provided at the rate of $15 per day. The section defining the powers of the Board is revised, and the following provisions added:

"Any member of the Board may administer oaths or affirmations to witnesses appearing before the Board. If any person shall refuse to obey any subpoena so issued or shall refuse to testify or produce any books, papers or documents, the Board may present its petition to the Court of Common Pleas of the county in which it may be in session, setting forth the facts, and thereupon such Court of Common Pleas shall issue its subpoena to such person requiring his or her attendance before such Court and there to testify or to produce such books, papers and documents as may be deemed necessary and pertinent by the Board. Any person who shall refuse to obey any subpoena of the Court of Common Pleas shall be held for contempt."

The office of the Board is to be provided at Harrisburg, Pa., by the Board of Commissioners of Public Grounds and Buildings, and the printing required by the Board is to be furnished by the State Printer.

It is provided that the Secretary of the Board shall hold office during its pleasure, instead of being elected annually, and that a quorum of the Board shall consist of three members.

The funds are paid over to the State Treasurer to be kept as a separate fund called the "Engineers' Fund", and the Secretary must give a surety bond satisfactory to the Board, instead of to the State Treasurer. The Secretary shall receive such salary as the Board shall determine, and it is provided that the Board may employ clerical or other assistants.

The section in regard to records of the Board provides that a certified copy of the records shall be received in evidence in all Courts and elsewhere.

The roster of engineers and surveyors is to be prepared during the month of June each year, but no date is specified for the submission of the annual report to the Governor, nor is the roster to be submitted with that report.

The fee for registration is $20, except that an applicant for a certificate to practice both engineering and surveying is to pay a fee of $30.

Each year of teaching or of study of engineering is considered as equivalent to one-half, instead of one, year of active practice, and the following limitation is added:

"but the total number of years of study and teaching which may be credited to such six years of active practice shall not exceed four years."

The following new provision is inserted:

"*Section 18.—Citizens of Foreign Countries.*—A citizen of a foreign country who seeks to practice the Profession of Engineering within this Commonwealth, and who has practiced engineering for a period of more than ten years, upon presentation of satisfactory evidence that he is so qualified to practice, may at the discretion of the Board be granted a certificate as a 'Professional Engineer'."

In the section regarding the issue of certificates on *prima facie* evidence, the ten years of active practice in the uniform law is reduced to six years in the case of land surveyors, and for said surveyors graduation from a school or college approved by the Board is not required. The paragraph specifying membership in National societies is omitted.

The following new provision is included:

"The Board, after examination or receiving other evidence of qualification as provided in this Act, shall issue a certificate therefor stating that the said applicant is qualified to practice as a professional engineer or as a land surveyor or both. The said Board shall impress upon each certificate of registration issued under this Act the seal of the Commonwealth of Pennsylvania."

Certificates expire on the last day of December following their issuance or renewal, and the Secretary is required to notify all registrants before the last day of November. Renewal may be effected any time during December by the payment of a fee of $1.00.

In the section relating to exemptions, thirty days, instead of fifteen days, in any calendar year is allowed for non-resident practice without a certificate.

The following new provision is added:

"*(g)*.—Officers and employees of a corporation engaged in Interstate Commerce as defined in the Act of Congress entitled 'An Act to Regulate Commerce' approved February 4th, 1887, as amended."

Three, instead of five, members of the Board must vote in favor of revocation or reissue of certificates. A charge of $10.00 instead of $1.00 is made for the reissue of a certificate which has been lost, destroyed or mutilated.

Appeal to Court is allowed by the following new paragraph:

"Any person who shall feel aggrieved by any action of the Board in revoking a certificate of registration, may appeal therefrom to the Court of Common Pleas of Dauphin County, and after full hearing said Court shall make such decree sustaining the action of the Board or reinstating the certificate of registration of such professional engineer or land surveyor as to it may seem just and proper. The action of the Court of Common Pleas shall be final."

The following new paragraphs are included:

"Nothing in this Act shall be construed as permitting a person registered only as a land surveyor to practice engineering.

"Nothing in this Act shall be construed to exclude from the practice of professional engineering any person who is qualified under the law to use the title 'Registered Architect' provided that when engaged in such practice he uses the title 'Registered Architect', or to exclude from the practice of architecture any person qualified under the law to use the title of 'Registered Professional Engineer' provided that when engaged in such practice he uses the title 'Registered Professional Engineer.'"

The section on public work provides a time limit of June 1st, 1922, when the law becomes operative, instead of one year after the law becomes effective.

Tennessee Law for Architects and Engineers

The Legislature of the State of Tennessee has passed a bill requiring the licensing of architects and engineers, and on April 9th, 1921, it was signed by the Governor to take effect immediately. It requires licenses to be obtained before April 9th, 1922, and is based on Engineering Council's proposed uniform law*. The principal provisions in which it differs from the latter are as follows:

The title has been amplified to read:

"An Act providing for the creation and establishment for the State of Tennessee of a State Board of Architecture and Engineering Examiners; the appointment and qualification of the members and the organization and jurisdiction thereof, for the purpose of safeguarding life, health and property, of promoting welfare through educational development of applied art to structural work; prescription of the duties of and the grant of powers to said Board to regulate the practice of architecture and engineering in the State of Tennessee; to fix the standards for qualification for the practice thereof; to regulate the practice thereof within the State of Tennessee; to authorize the collection and expenditure of fees for the purpose of this Act, and to make all such legal rules and regulations necessary and proper to carry out the purposes of this Act; and providing penalties for a violation of this Act."

Section 1 contains the added phrase "and to promote public welfare through educational development of applied art to structural work," and provides that licenses shall be obtained within one year after the passage of the Act. The law does not include land surveying.

Section 2 has been revised to permit practice which does not involve the public safety or health provided the appellation "Architect" or "Engineer" is not used.

Section 3.—Appointment of the Board.—The title of the Board is "State Board of Examiners for Architects and Engineers", to consist of six (instead of seven) members, three architects and three engineers appointed by the Governor, one architect and one engineer from each of three grand divisions of the State. The terms of office begin on July 1st, and each appointment after the first is for six years. Vacancies on the Board are provided for in Section 4, and are filled by the Board instead of the Governor.

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* Reprinted in full in *Proceedings*, Am. Soc. C. E., January, 1920, p. 32.

Section 4.—Qualifications and Expenses.—Members of the Board must have been residents of the State for five years, and must be at least thirty-five years of age.

Section 7.—Receipts and Disbursements.—This includes a provision for payment of traveling expenses, etc., to members of the Board, without other compensation.

Section 8.—Records and Reports.—The roster is to be prepared during January of each year.

Section 9.—Application for and Issuance of Certificates.—A fee of $25 is prescribed for a certificate of registration. The following addition is made in prescribing those to whom certificates shall be issued:

"To any person at any time within one year after this Act becomes effective, who shall submit under oath evidence satisfactory to the Board that he is of good character, has been a resident of the State of Tennessee for at least one year immediately preceding the date of application, and has practiced architecture or engineering for at least two years preceding the date of his application and during that period has had responsible charge of architectural or engineering work. A certificate shall be granted to any resident of Tennessee at the time of the passage of this Act who has practiced as a principal in the State of Tennessee previous to the passage of this Act. After this Act shall have been in effect one year the Board shall issue a certificate of registration, as provided in Section 9 only."

The age limit requirement of 25 years is omitted, and four instead of six years of active practice are required. "Corporate" instead of "Full" membership in National societies is the word used in prescribing *prima facie* evidence. The following is added in connection with the examination of candidates:

"Applicants for registration as architects shall be examined by architect members of the Board only, and applicants for registration as engineers shall be examined by the engineer members of the Board only."

In case the Board denies the issuance of a certificate, one-half instead of the full fee is to be returned to the applicant. Certificates expire on the last day of December and renewal may be effected during that month on payment of a fee of $5. The following is added at the end of Section 9:

"It shall be the duty of the Board to inquire into the identity of any person claiming to be an architect or engineer, and to prosecute any person or persons violating the provisions of this Act."

Section 10.—Revocation and Reissue of Certificates.—Certificates may be reissued provided that four, instead of five, or more members of the Board vote in favor thereof. A charge of $5, instead of $1, is made for reissuance of a new certificate.

Section 11.—Significance of Certificate; Seals.—In the first paragraph of this section "architect" and "engineer" are used instead of "registered architect" and "registered professional engineer", respectively, and the word "professional" is omitted from the seal for engineers.

Section 12.—Unlawful Acts and Penalties.—One year is prescribed as the time limit after which certificates must be obtained, the provision regarding

architects practicing engineering and engineers practicing architecture is omitted and the following is added:

"The Grand Jury of each County in this State is hereby given inquisitorial power over all offenses against or violation of this Act and the Circuit and Criminal Judges shall give the same in their charges to the Grand Juries. And the Board shall designate its members in each grand division of the State whose duty it shall be to report any violation of this Act to the proper authorities."

Section 13.—Exemptions.—The provision which exempts "offering to practice" by non-residents having no established place of business in the State is omitted, and the following special exemption is added:

"4.—Architects or engineers who are not residents of, and have no established place of business in this State who are acting as consulting associates of an architect or an engineer registered under the provisions of this Act; provided the non-resident is qualifed for such professional service in his own State or country."

Employees "of any interstate railroad system" are also exempted.

The following is added under Exemption 6:

"Nothing in this Act shall prevent the draftsmen, students, clerks of the work, superintendents and other employees of lawfully practicing architects and engineers under provision of this Act, from acting under the instructions, control or supervision of the employer, or to prevent the employment of superintendents on the construction, enlargement, or alterations of buildings or any appurtenance thereto, or prevent such superintendents from acting under the immediate personal supervision of registered architects or engineers by whom the plans and specifications of any such building enlargements, constructions or alterations were prepared, nor shall anything contained in this Act prevent persons, mechanics or builders from making plans, specifications for, or supervising the erection, enlargement, or alterations of buildings, or any appurtenance thereto, to be constructed by themselves or their own employees, unless the same involves the public health or safety, provided that the working drawings for such construction are signed by the authors thereof and their true appellation as 'Contractor,' 'Carpenter,' etc., without the use in any form of the title 'Architect' or 'Engineer.'"

Section 14.—Corporations or Partnerships.—This clause includes "an individual principal" in addition to corporations and partnerships, and the phrase "is or are otherwise authorized to practice," is added.

Section 15.—Public Work.—The allowable limit for public work not requiring registered architects or engineers is raised from $2 000 to $5 000.

The New York License Law Situation

The following communication was received by the Society on June 4th, 1921:

"MAY 27TH, 1921.

"TO THE ACTING SECRETARY OF THE
"AMERICAN SOCIETY OF CIVIL ENGINEERS.

"DEAR SIR.—We regret to discover the necessity of calling your attention to egregious mistakes in the May *Proceedings* of the American Society of Civil Engineers. Particularly on page 533 under the caption 'The New York License Law Situation', where the following paragraph appears:

"'A critical situation has developed in New York State in the attempt of members of the State Board of Licensing, consisting of W. J. Wilgus,

Chairman, Albert H. Hooker, H. G. Reist, P. E. Barbour, and Virgil M. Palmer, to amend the licensing law regulating the practice of professional engineering and land surveying. A bill, known as Senate Bill 147, designed to effect amendments to the existing law, was introduced in order to eliminate Section 39-*k*, which permits non-engineers under the guise of corporations and unrestricted partnerships to practice professional engineering, to add a definition of engineering, and to provide for the renewal of licenses.'

"Unfortunately, the paragraph as printed by you is a complete perversion of the facts and a reflection on the Board, as members of which we protest.

"Stating that a 'critical situation' has developed in an 'attempt' of the Board to amend the law gives the impression, first, that the Board of its own volition proposed amendments and failed and, secondly, that their specific purpose was to eliminate Section 39-*k*. Neither of these impressions is in accordance with fact. It is true that the Board did draft amendments to the original law but it did so at the specific request of the representative of the Department of Education, which has the administration of this law, and the Licensing Board was informed by this representative of the Department of Education that the original law as passed lacked certain administrative features which made it imperfect and that it had required a special ruling of the Attorney General even to get the matter started toward correction. You will, therefore, see that the suggested amendments were not an attempt on the part of the Board to amend the law in the sense which you convey and also that the amendments were introduced not solely to eliminate Section 39-*k* as your paragraph indicates.

"Furthermore, your paragraph states that Section 39-*k* 'permits non-engineers under the guise of corporations and unrestricted partnerships to practice professional engineering'. This is a distinct misstatement of fact refuted by the Section 39-*o* itself, on page 539 of your Bulletin which reads:

" 'Nothing herein shall apply to a corporation, partnership or joint-stock association, provided the person or persons carrying on the actual practice of engineering on behalf of such corporations, partnerships, or joint-stock associations shall be licensed engineers, etc.'

"Thus the Bill is perfectly plain, clear, and specific that engineering cannot be practiced by a non-engineer or by an engineer unless licensed, whether he is employed by a corporation or is working in a private capacity.

"In Paragraph 2 of this article on page 533 it is stated that 'the definition of professional engineering was rephrased in a manner objectionable to the members of the Board.' This may be technically true in so far as a minority of the Board is concerned although that is not the impression given, but the fact is that the definition instead of being objectionable was accepted by three members of the Board (the other two not being present) not because it was considered an ideal definition, but because it was considered by all the engineers present at the Conference and by legal counsel as a workable definition for the purposes of this law, while the previous definition was pronounced unworkable by the Deputy Attorney General.

"The difficulty of writing a definition of engineering satisfactory to everybody is evidenced by the fact that Engineering Council essayed the task and with the benefit of many expert minds produced a 22-page report without finally arriving at a satisfactory definition.

"On page 518 your Bulletin reads:

" 'This protest, which was addressed to Governor Miller, is also reproduced, as it explains the issue and clearly expresses the arguments <u>for and against</u> the provision permitting corporations to practice engineering.'

[The underscoring is ours].

"The statement that the protest clearly expresses the arguments 'for and against' is untrue.

"We are willing to assume that the publication of this matter protested was the result of an editorial inadvertence and we trust you will give this letter the same publicity given to the paragraphs it is submitted to correct.

"Very truly yours,

(Signed) "Percy E. Barbour,
H. G. Reist,
Virgil M. Palmer,
A. H. Hooker,
"Members, State Board for Licensing Professional Engineers."

The Board of Direction at its meeting on June 6th, 1921, authorized the following letter to be sent to the membership of the Society:

"To the Members of the
"American Society of Civil Engineers.

"A communication has been received from four of the five members of the New York State Board for the Licensing of Professional Engineers in which it is claimed that the statement in the May *Proceedings,* pages 533-539, in reference to 'The New York License Law Situation' does not give the full facts of both sides of the controversy.

"The Committee on Publications will afford an opportunity to those holding opposing views to present them in the August *Proceedings,* which will also include the communication from the four members of the New York State Board for Licensing Professional Engineers.

"Respectfully yours,

"Elbert M. Chandler,
"Acting Secretary."

As a matter of record, the following are excerpts from the minutes of the meeting of the New York State Board of Licensing for Professional Engineers and Land Surveyors held in Albany, N. Y., on November 23d, 1920:

"Dr. Downing advised the members of the board that in his opinion the first duty of the board was to study carefully the provisions of the new law, with a view to pointing out the defects in the same and the preparation of suggested amendments; so that such amendments to the present statute might be incorporated in the new bill to be introduced at the next session of the Legislature, at as early a date as may be possible."

* * * * * *

"A definition of 'professional engineering' being necessary to the right operation of the law, and none appearing in the present statute, the matter of preparing such a definition was discussed by the members of the board, during which discussion several definitions from various sources were read. It was the unanimous opinion that this matter should be carefully studied by all the members of the board, to the end that the briefest and most complete definition possible might be inserted in the amended law."

* * * * * *

"The matter of the practice of professional engineering by corporations or partnerships (as provided in Section 39-*k*) was fully discussed, and it was the opinion of the board that this section should be eliminated in the amended law."

* * * * * *

"It was duly moved and seconded that the New York City members of the Board, Mr. Wilgus and Mr. Barbour, be appointed a committee of two to con-

sider the questions of amendments to the law and to report back to the board at the earliest possible date. Motion carried."

* * * * * *

"Duly moved and seconded that the committee consisting of Messrs. Wilgus and Barbour also consider the question of by-laws and rules, also blank forms of application, etc., in addition to amendments to the law, and report back to the board. Motion carried."

The following are excerpts from the minutes of the meeting of the State Board of Licensing for Professional Engineers and Land Surveyors, held in Albany, N. Y., on December 16th, 1920, all members of the board being in attendance:

"The minutes of the meeting of the board held November 23d, 1920, were duly approved."

* * * * * *

"The Committee consisting of Messrs. Wilgus and Barbour, appointed at the previous meeting to consider the questions of amendment to the law, etc., reported to the board, and after discussion by the several members the following amendments were approved; and it was moved by Mr. Reist and seconded by Mr. Hooker that the suggested amendments be presented to Dr. Downing for consideration and for preparation for submission to the Legislature at its 1921 session. Motion carried."

"Approved Amendments.

* * * * * *

"Section 39-*k*: Eliminate this section.

"Add a new section to be known as Section 39-*n* and to read as follows:

"*Section 39-n.—Professional Engineering.*—Professional engineering as covered by this Act means the practice of the professional engineer, who through technical knowledge gained by education and experience in one or more branches of that profession initiates, investigates, plans and directs the application of the resources of nature to the use and convenience of man; and who represents himself or herself to be such an engineer, either through the use of that term with or without qualifying adjectives or through the use of some other title implying that he or she is such an engineer."

The following are excerpts from the minutes of the conference held in the Regents' Room of the State Education Building, Albany, N. Y., on February 21st, 1921, on Senate Bill 147, in relation to the licensing of professional engineers, generally:

"There were present:

"Augustus S. Downing, Assistant Commissioner and Director of Professional Education, presiding; The Honorable Frank M. Williams, State Engineer; The Honorable Edward G. Griffin, Deputy Attorney General; H. G. Reist, Secretary, State Board of Examiners, General Electric Company, Schenectady, N. Y.; Percy N. Barbour, Member, State Board of Examiners, 29 West 39th Street, New York City; Virgil M. Palmer, Member, Board of Examiners, Eastman Kodak Company, Rochester, N. Y.; Byron E. White, Utica, N. Y., representing American Engineering Council and Mohawk Valley Engineers Club; W. B. Powell, Buffalo, N. Y., representing the American Engineering Council and the Engineering Society of Buffalo; Henry A. Lardner, Vice-President, The Engineers Corporation, 43 Exchange Place, New York City; Gano Dunn, President, J. G. White Engineering Corporation, New York City; Henry Q. Kennedy, J. G. White Engineering Corporation, New York City; Harry A. Reed, representing Stone and Webster, Inc., 120 Broadway, New York City; Louis H. Bean, Vice-President, Dwight P.

Robinson and Company, Inc., Engineers and Constructors, 125 East 46th Street, New York City; J. F. Zoller, representing the General Electric Company, Schenectady, N. Y.; Joseph H. O'Brien, Vice-President, the Foundation Company, New York City; James M. Welsch, Chairman of Licensing Committee of American Association of Engineers, 1133 Broadway, New York City; Edwin S. Coy, Lockwood, Greene and Company, 101 Park Avenue, New York City; Leonard B. Smith, District Secretary, American Association of Engineers, 1133 Broadway, New York City; A. Anderson, 104 State Street, Albany, N. Y., representing Thomas E. Murray, Inc., 55 Duane Street, New York City; W. T. Dobbs, Gifford-Wood Company, Hudson, N. Y.; Harley Dunbar, Albany, N. Y.; C. M. Bonnell, Vice-President, Ulen Contracting Corporation, 120 Broadway, New York City; Col. Walter G. Eliot, representing the New York Chapter of the American Association of Engineers, University Club, New York City; William B. Landreth, representing the Albany Society of Civil Engineers and the Albany Chapter of the American Association of Engineers, Albany, N. Y.

"Dr. Downing: We are much obliged to you for coming this afternoon to this informal conference regarding the Engineers bill. It is not an educational bill to begin with, it is not a Department bill. The Department is only interested in it as a measure because the responsibility of the administration of the law is placed upon the Board of Regents and the Department of Education. Consequently our interest is in seeing that the administrative features of the bill are possible of right interpretation and that we may honestly, justly and intelligently carry out the provisions of the bill."

* * * * * *

"There are three main objections to this bill.

"The first objection I will speak of is in line 14, page 8, which says, 'In determining the qualifications of applicants for license as professional engineers or land surveyors. character shall be given predominant weight and a majority vote of the members of the board shall be required to pass the candidate.' * * * All these men are to be licensed as professional engineers, not professional chemical engineers or professional civil engineers, but will hold the blanket license of 'professional engineer', and the board thought that a man who is not of high moral character, such as they had in mind, might undertake to do all kinds of engineering under that title and therefore they wanted to go into the question of his character. From the criticisms that have been made of that, it is evident that engineers themselves think that it ought not to be in the bill; that the board must be left free to determine what constitutes character."

* * * * * *

"The second objection is to the annual registration of the professional engineers. That objection disappears when the purpose of it is understood."

* * * * * *

"The next objection is to your definition: 39-*n* on the last page—page 15. 'Professional engineering, as covered by this Act, means the practice of the professional engineer who through technical knowledge gained by education and experience in one or more branches of that profession initiates, investigates, plans and directs the application of the resources of nature to the use and convenience of man; and who represents himself or herself to be such an engineer, either through the use of the term engineer with or without qualifying adjectives, or through the use of some other title implying that he or she is such an engineer'.

"Under that definition I as the captain of a crew or the catcher of a baseball team could get a license for the reason that I am initiating something and directing something that conserves or utilizes the forces of nature.

"When I presented it to the Attorney General, to the First Deputy Attorney General, the other day, he read it and said, 'It won't do. It leaves it too wide open for your Board of five men to determine whether a man is an engineer or is not.'

"Dr. Downing submitted the following definition:

"'A person practises professional engineering within the meaning and intent of this article, except as hereinafter stated, who holds himself out as able to do, or who undertakes to do, work such as any engineer is called upon to do in the designing, constructing and inspecting of engineering work, or appliances involved in public or private projects, or in making investigations for proposed engineering projects which require the engineering experience and technical knowledge prescribed for graduation from approved engineering schools, or the equivalent thereof.'"

* * * * * *

"The last objection is to the elimination of 39-*k*.

"The criticism of that is that it shuts out engineering firms like the General Electric Company, the J. G. White Company and sundry others. They say that they have a right to live and that this kills them as engineering concerns or makes them violators of the law if they go on doing the thing which they are now doing; that manufacturing establishments have to do a consulting engineering work in order to sell their goods. They do not always do it, but they may do it."

* * * * * *

"Now it is up to this conference to talk this matter over and, if possible, agree upon some substitute, and I would suggest that the way to do it would be to put in another exemption. But you do it just as you think best. It is your job, not mine.

"Mr. Zoller: * * * "I have something worked out here which I think takes care of the manufacturing corporations, and I took the liberty of preparing this statement because at the different meetings that I have attended of engineers, I was told very frankly that the intent of this Act was not to prevent a manufacturer from selling his goods and from installing them or from doing certain other things in connection therewith that were necessary.

"Mr. Zoller read:

"'*Section* ——. *Construction of this Article.* Nothing in this article shall be construed to apply to the preparation or the execution of designs, drawings, plans, or specifications for or incident to the construction, erection or installation of machinery, apparatus or structures constructed, sold, installed, erected or supplied by the individual, partnership or corporation preparing such designs, drawings, plans or specifications, nor to the supervision of any other such construction, erection or installation.'

"That permits a corporation to draw its plans, sell its apparatus to the consumer, install it without being deemed to be practising professional engineering within the meaning of the Act.

"Mr. Griffin: My chief objection to Section 39-*k* is that a man could work for a corporation and practice engineering and so long as the person in charge of the designing and supervision was licensed, he could practice engineering without a license, while if he was working for me and I was in charge of the supervision or designing, he could not do the work at all. I would like to offer the following suggestion:

"'Nothing herein shall apply to a corporation, partnership or joint stock association, provided the person or persons actually carrying on such practice of engineering on behalf of said corporation, partnership or joint stock association shall be licensed engineers.'

"After discussion, it (Paragraph 39-*k*) was amended to read as follows:

"'Nothing herein shall apply to a corporation, partnership or joint stock association, provided the person or persons carrying on the actual practice of engineering on behalf of such corporations, partnerships or joint stock associations shall be licensed engineers.'

"It was agreed that the definition submitted by Dr. Downing (see page 606) be adopted with the following changes: (see underlined words)

"'A person practises professional engineering within the meaning and intent of this article, except as hereinafter stated, who holds himself out as able to do, or who undertakes to do, work such as any engineer is called upon to do in the planning, designing, constructing, inspecting, and supervising of engineering work, or appliances involved in public or private projects, or in making investigations for proposed engineering projects which require the engineering experience and technical knowledge prescribed for graduation from approved engineering schools, or the equivalent thereof.'"

* * * * * *

"On motion of Col. Barbour, it was voted that 39-*k* and 39-*n* or *o* be combined and read as follows:

"'*Section 39-o.—Construction of this Article.* Nothing herein shall apply to a corporation, partnership or joint stock association, provided the person or persons carrying on the actual practice of engineering on behalf of such corporations, partnerships, or joint stock associations, shall be licensed engineers, and nothing in this article shall be construed to apply to the preparation or execution of designs, drawings, plans or specifications for the construction or installation of machinery or apparatus, constructed or installed by the corporation, partnership or joint stock association preparing such designs, drawings, plans or specifications if the supervision of the preparation of any such designs, drawings, plans or specifications, construction or installation shall be under the general direction of a licensed engineer.'"

* * * * * *

"Mr. Dunn: I would make the motion that Mr. Zoller, representing the General Electric Company, Mr. Powell, representing the American Engineering Council and the Engineering Society of Buffalo, and Col. Eliot, representing the New York Chapter of the American Association of Engineers, be authorized to report to the Senate Committee at the hearing to-morrow the full action taken by this conference to-day, and that they be authorized to report that this action is unanimous in respect to all points. Carried."

The following are excerpts from the minutes of the meeting of the State Board of Licensing for Professional Engineers and Land Surveyors held on June 30th, 1921, in the Education Building, Albany, N. Y., at which were present Messrs. Albert H. Hooker, Henry G. Reist, Percy E. Barbour and Virgil M. Palmer, members of the Board, and Augustus S. Downing, Assistant Commissioner and Director of Professional Education:

"The first order of business was the election of a chairman, the former Chairman, Mr. William J. Wilgus, having resigned from the Board. On motion of Mr. Reist, seconded by Mr. Barbour, Mr. Hooker was duly elected Chairman.

"On motion of Mr. Reist, seconded by Mr. Hooker, Mr. Barbour was duly elected Vice-Chairman.

"The minutes of the meeting of December 16th, 1920, were approved as presented."

* * * * * *

"Mr. Eliot (Walter G.) was then installed as a member of the Board, after having taken the constitutional oath of office, he having been appointed by the Board of Regents to fill the unexpired term of Mr. Wilgus."

* * * * * *

"Mr. Barbour then read to the members of the Board the letter* dated May 27th, 1921, addressed to the Acting Secretary of the American Society of Civil Engineers and signed by the following members of the Board, Messrs. Hooker, Reist, Barbour, and Palmer, and moved that this letter be spread on the minutes. Motion seconded by Mr. Reist and carried."

Arguments Opposed to Senate Bill 147 by Proponents of Bill 147,716

In addition to the foregoing, objection has been made by the proponents of Senate Bill 147,716, to the statements in the May 1921 *Proceedings* on the ground that their arguments for it and for permitting licensed engineers to practice through corporations were not given on pages 533 to 537 of the May *Proceedings* but there were given merely such disconnected fragments of their argument as the opposition had included in the petition of April 14th, 1921. In fairness to the proponents of Senate Bill 147,716 the following is excerpted from the "Petition of Professional Engineers to the Senate and Assembly in Support of Senate Bill 147,716 for the Licensing of Professional Engineers", dated March 21st, 1921:

"There has come to the attention of the undersigned members of the engineering profession, practicing in this State, in the form of an appeal to each member of the Senate and Assembly, the March 16th petition of 43 consulting engineers communicated by the American Institute of Consulting Engineers (whose membership is about 110) urging favorable action on Senate Bill No. 147, and adverse action on Senate Bill No. 147,716 recently reported out by the Judiciary Committee.

"In the opinion of the Deputy Attorney General, asked and given at one of the hearings, the former bill would, if reported and passed, so profoundly modify the existing law as to require putting into the hands of receivers and liquidating the assets of all engineering partnerships and corporations in the State."

* * * * * *

"All of those in the above list were present on February 21st at a hearing before the State Board for Licensing Professional Engineers and the Department of Education. After a number of hours discussion, concession and modification, on behalf of the opposing interests represented, a basis of agreement was reached by unanimous vote, and a representative of the group elected to report this, on behalf of all, to the Senate Judiciary Committee the following day. This, in the presence of those represented and of several others who had not attended the previous day's hearing, he did, to the satisfaction of the Senate Judiciary Committee in having so unanimous a hearing.

"The 43 petitioners refer to their bill, Senate No. 147, as having been 'prepared at the instance of the Board for Licensing Professional Engineers and Land Surveyors and of the Department of Education.'

"Mr. Reist, Secretary of the Board, and Messrs. Palmer and Barbour, (three of the five members and all that were present) together with Commissioner Downing of the Department of Education who presided over the first hearing, abandoned their support of the bill on the facts brought out and joined in the unanimous support of Senate Bill 147,716, which in respect to the partnership and associated issues agrees with the law now on the statute books and reverses the petitioners' bill.

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* See page 601.

"It is possible that some of the petitioners may have signed the Consulting Engineers' petition under the impression that they were endorsing a bill which continued to have the support of the members of the State Board and of the Department of Education referred to.

"In respect to the clauses affecting partnerships, etc., the unreported Senate Bill No. 147 would reverse the 'Model Bill' of the Engineering Council, the organization consisting of representatives from the great national engineering societies comprising not less than forty thousand professional engineers of all branches throughout the United States and recently merged into the American Engineering Council of the Federated American Engineering Societies.

"On February 14th, 1921, the Executive Board of the American Engineering Council, Mr. Herbert Hoover presiding, unanimously voted

"'that this Board endorses the "uniform law for registration of architects, engineers and land surveyors" prepared by old Engineering Council's committee.'

"The 'Model Bill,' after which the existing statute now on the books of this State was in general patterned, and which the petitioners would reverse, has behind it the preponderating and representative professional constituency to which we have referred, and constitutes the broadest consensus of professional opinion respecting engineering corporations and partnerships, as distinguished from the opinion represented by the small group of consulting engineers who have addressed you.

"Senate Bill 147,716, which we endorse and which has been reported by the Committee, accords with the 'Model Bill' in safeguarding professional engineering by expressly providing that

"'The person or persons carrying on the actual practice of engineering on behalf of such corporations, partnerships or joint stock associations shall be licensed engineers.'

"It is an error to assume, as the Consulting Engineers appear to do, that the profession of engineering is like the professions of law and medicine (including dentistry and nursing). If it were, their conclusions and their point of view would to a certain extent apply.

"Looked at in the large, Law deals with rights, Medicine with life, Engineering with materials. The lawyer is an officer of the Court and involved in the functions of Government. A breach of legal ethics robs of justice, perhaps irretrievably, and may often be concealed. The physician is the highly confidential and intimate bedside agent, upon whom health and life depend. A breach of medical ethics may cost even life and be covered by the grave. The engineer, as distinguished from the pure scientist not here involved, is invariably the servant of economics or business, is submitted invariably to the test and the involvements of commercial cost. A breach of engineering ethics affects the purse and is extraordinarily difficult long to conceal, particularly from the criticism of fellow engineers; for the engineer's structures, machines and combinations are tangible evidences before the eyes of the world. They represent a field to a high degree less personal than the fields of law and medicine.

"The ethics of Engineering revolves about a different axis from the ethics of Law or Medicine.

"These are reasons why Engineering would receive a heavy blow if professional engineers were deprived of the right of doing their work in groups either through corporations or partnerships and forced to split up into individual practitioners.

"The engineering profession has been growing by leaps and bounds. It started about 150 years ago with Civil Engineering. Ten years ago the number of officially recognized branches was 27. To-day the Department of

Education of the State of New York recognizes 42, among them being Civil, Mining, Mechanical, Electrical, Metallurgical, Illuminating, Insurance, Heating and Ventilating, Chemical, Aeronautical, Hydraulic, Marine, Refrigerating, Automotive, Industrial, Structural—not to mention more.

"A single engineer cannot in justice to the public to-day profess to be an expert in more than two or three of these branches at once, yet the increasing magnitude and diversity of engineering projects often involves many and sometimes a majority of the branches mentioned.

"If Bill No. 147 should become law, which the Consulting Engineers urge, the individual could not join with others to form an engineering partnership or corporation better to cover the engineering field. If he hired professional engineers as his employees he would be committing the evil the petition cites against corporations and partnerships, namely; relegating the professional engineer 'to a position of anonymity or to that of the servant.'

"If it be once recognized that the art of engineering has grown broader than the capacity of an individual personal practice then both in respect to technical equipment and to working capital, it will be seen that the engineering partnership and the engineering corporation, far from being evils, are necessities—opportunities enabling many thousands of engineers to co-operate with each other and serve the public in a way otherwise closed to them.

"The increasing number and success of the groups does not lead but follows the trend of the day. The public demands service in larger units under greater concentration of responsibility, at greater efficiency of direction and accompanied by greater pecuniary responsibility than a number of separate consulting engineers could supply.

"To cite certain abuses of engineering partnerships and corporations as possible, without reference to certain abuses in individual practice as also possible, does not give a balanced picture.

"The individual Consulting Engineers further say

"'(g) It is detrimental to the public interest in that it tends to force engineers in independent practice to abandon their purely professional work and affiliate with contractor or banking organizations, thus depriving the public of the disinterested and effective services of the men who have hitherto been chiefly responsible for the progress of the engineering art.'

"The progress of the engineering art is a big thing. It is tending to rank construction a part of engineering fully as much as is design. The definition written on the walls of the great National Engineering Library begins, 'Engineering is the art of organizing and directing men and of * * *'

"If we understand them right, the individual Consulting Engineers regard performance of the function of construction as incompatible with 'purely professional work,' and a certain type of lump sum contractor who loses business when the functions of design and construction are combined agrees with them.

"But the advantages to the client (the public) in combining engineering and construction, through the saving of time, of cost, and through the greater control permitted him over his project are so great that in recent years constantly increasing numbers of clients prefer to have their work thus carried out.

"Where design and construction are simultaneously performed by the same engineer, partnership or corporation, a much larger capital is necessary than for design alone and the affording of this capital is an additional reason for the growth of engineering partnerships and corporations.

"These, for stipulated and relatively small fees, put themselves in the position of trusted agent for the client (the public), as which agent they perform for him exactly the same services in design and construction as he would perform for himself if all the engineers and constructors were his own employees.

"This comprehensive service often involves the purchase and installation for the client's account of many millions of dollars worth annually of machinery, apparatus and supplies and these purchases are business dealings requiring specialists of a very high order of commercial ability and integrity to protect the client's interest. While the client reimburses the engineer for expenditures for purchases, for payroll, etc., the working capital required to carry on the business prior to reimbursement, to furnish plant and other equipment, and to be absorbed as working capital in the form of Accounts and Bills Receivable in the same fashion that any other business absorbs it, is large, usually reaching figures beyond the capacity of individuals and especially of professional individuals to furnish.

"The possession of larger capital renders the engineering partnership or corporation much more responsible at law than the individual consulting engineer for any malpractice it may perform, or culpable error it may commit and the fact that engineering partnerships and corporations can be sued with advantage for breaches of trust, for violations of law, for carelessness and for other acts renders dealings with them more satisfactory than dealings with individuals of less pecuniary responsibility, while it makes for acute consciousness of liabilities.

"These are reasons why industrial organizations, banks and financing syndicates which furnish work for the engineer are tending more and more to deal with the groups rather than with the less pecuniarily responsible although no less professionally responsible individual engineers, and we repeat that the present law, together with the reported Bill which we endorse, requires of partnerships and corporations that the persons carrying on the actual practice of engineering on their behalf must be licensed engineers.

"In simultaneously performing the functions of design and of construction or in performing the function of design for one client and of construction for another, whether in the latter case the work be carried out by lump sum contract or otherwise, it is impossible to discover any serving 'in the dual capacity of supposedly disinterested professional advisers to a client and at the same time as self-interested financiers, sellers or contractors in the execution and supervision of the work.'

"There is no impropriety in receiving a stipulated fee for construction or a stipulated fee for design, or in receiving a larger stipulated fee for a combination of both.

"When doing both, the interest of the engineer, partnership or corporation is wholly identified with the interest of the client and is not opposite.

"There is a skill in designing that only experience in construction can give and there is a skill in construction that only experience in designing can give, and the Consulting Engineer who would suppress engineering partnerships and engineering corporations and thereby withdraw the possibility of group action and of capital for a larger scale and more progressive engineering business, instead of being 'chiefly responsible for the progress of the engineering art' aims a blow at one of the rapidly growing and successfully developing functions of that art—the function of construction."

Highway Research on a National Basis

The Advisory Board on Highway Research, National Research Council, announces that it has engaged as Director, William Kendrick Hatt, M. Am. Soc. C. E., Professor of Civil Engineering and Director of Materials Testing Laboratory, Purdue University, Lafayette, Ind., whose work as an investigator in organizing the timber investigations of the U. S. Forest Service, and in other engineering and scientific fields, is well known. This Advisory Board was established by the Division of Engineering of National Research Council,

with the co-operation of Engineering Foundation, as the result of a conference held in New York City in November, 1920.* The present organization members are:

American Association of State Highway Officials; American Concrete Institute; American Institute of Consulting Engineers; American Society of Civil Engineers; American Society of Mechanical Engineers; American Society for Municipal Improvements; American Society for Testing Materials; Association of American State Geologists; Bureau of Public Roads, U. S. Department of Agriculture; Corps of Engineers, U. S. Army; Engineering Foundation; Federal Highway Council; National Automobile Chamber of Commerce; National Highway Traffic Association; Society of Automotive Engineers.

The officers of the Board are: Anson Marston, Chairman, Director, Am. Soc. C. E., member of Iowa State Highway Commission, and Dean of Engineering, Iowa State College; Alfred D. Flinn, M. Am. Soc. C. E., Vice-Chairman, Secretary, Engineering Foundation, and Vice-Chairman, Division of Engineering, National Research Council. Other members of the Executive Committee are Thomas H. MacDonald, Chief, Bureau of Public Roads, Department of Agriculture; George S. Webster, President, Am. Soc. C. E., Consulting Engineer, formerly Director, Department of Wharves, Docks and Ferries, Philadelphia, Pa.; Henry M. Crane, Chairman, Research Committee, Society of Automotive Engineers; and W. K. Hatt, Director.

In addition to the member organizations, thirteen State highway departments and more than forty universities have definitely signified their interest in the work of the Advisory Board and their willingness to co-operate. The purposes of the Board are: (*a*) to assist existing organizations in outlining a comprehensive national programme of highway research and co-ordinating their activities thereunder; (*b*) to organize committees for specific problems; (*c*) to act in a general advisory capacity; and (*d*) to serve as a clearing house for highway research information. Three technical committees have been at work for a number of months:

1.—Committee on Economic Theory of Highway Improvement: Chairman, Professor T. R. Agg, M. Am. Soc. C. E., Iowa State College.

2.—Committee on Character and Use of Road Materials: Chairman, H. S. Mattimore, Assoc. M. Am. Soc. C. E., Engineer of Tests, Pennsylvania State Highway Department.

3.—Committee on Structural Design of Roads: Chairman, A. T. Goldbeck, Assoc. M. Am. Soc. C. E., Engineer of Tests, Bureau of Public Roads, Department of Agriculture.

The Executive Committee of the Advisory Board has the creation of additional committees under advisement, such as committees on vehicle design as related to a road, on economics and cost of transport, on financing highway improvements, on traffic studies, and on organization of construction plants. Much valuable experimental research work is being done by the

* *Proceedings*, Am. Soc. C. E., December, 1920, p. 920.

Bureau of Public Roads, the U. S. Army, several State highway departments, the universities, and a few associations of manufacturers of vehicles and materials.

Two of the most important elements of the strength of the Advisory Board are the membership and the active participation of the Bureau of Public Roads and the Army Engineers. The Bureau is represented by its Chief, Thomas H. MacDonald, and the Engineer Corps of the Army by Col. E. Eveleth Winslow, stationed at New York City. With the co-operation of the Massachusetts Institute of Technology, Maj. Mark L. Ireland is conducting, at Cambridge, Mass., an important series of tests on the traction resistance of vehicles and of road surfaces. Equipment and supplies have been provided and the necessary assistants assigned by the Army.

To Prepare Plan of Work.

Director Hatt's work is expected to stimulate experimental work by such organizations to much greater activity, just as the work of the existing committees of the Board has already had a stimulating effect. The Director, in consultation with the Advisory Board, will prepare a comprehensive plan of the field of highway research, including economics, design, construction, and administration, and will arrange a programme of committee work for those fields that need to be occupied immediately.

The personnel of these committees will include active research workers within the State highway commissions, the universities, the governmental departments, and other research organizations. A census will be taken of the research work completed and current, and the various research agencies will be invited to co-operate in an attack on those urgent problems upon the solution of which the future success of highway transport depends.

When it is considered that the funds available for the road construction programme alone in the United States represent the expenditure of $1 000 000 000, the cost of the overhead organization, such as that of the National Research Council, to unify research, is insignificant. There is abundant money available for the research itself. The Advisory Board on Highway Research is in a position to co-ordinate such expenditures in a comprehensive National programme. An informational service, giving the results of current studies and advances in the art, will be supplied to various co-operating bodies at frequent intervals.

The programme for highway research will not be limited to problems concerned with the construction and maintenance of roads from the ordinary engineering standpoint. It will also consider those important problems of economics of transport upon highways in relation to other transport agencies, the relation of the design of vehicles to the character of road construction, and the important problems of administration involving traffic regulation, fees and maintenance.

Director Hatt began his duties on July 1st, 1921. His office is in the building of the National Research Council, 1701 Massachusetts Avenue, Washington, D. C

Samuel Rea and Ambrose Swasey Elected Honorary Members

At the meeting of the Board of Direction held on June 6th, 1921, the Tellers appointed to canvass the ballot for Honorary Members reported the election of Samuel Rea, M. Am. Soc. C. E. and Ambrose Swasey, Esq., as Honorary Members of the Society. The following brief sketches of the life and work of each have been prepared for the information of the membership:

Samuel Rea

Samuel Rea was born in Hollidaysburg, Pa., on September 21st, 1855. At 16 years of age he entered the Engineering Department of the Pennsylvania Railroad as Rodman and Chainman. In 1875 he was promoted to Assistant Engineer on the construction of the chain suspension bridge over the Monongahela River at Pittsburgh, Pa.

On the completion of this work, Mr. Rea became Assistant Engineer of the Pittsburgh and Lake Erie Railroad, and he remained with this company until 1879, when he returned to the Pennsylvania Railroad to take charge of the construction of the extension of the Pittsburgh, Virginia and Charleston Railway. For four years he was Engineer in Charge of Surveys in Westmoreland County and of the reconstruction of the Western Pennsylvania Railroad.

In 1883, Mr. Rea was made Principal Assistant Engineer of the Pennsylvania Railroad Company, and in 1888–89 acted as Assistant to the Second Vice-President. He then resigned to become Vice-President of the Maryland Central Railway in Baltimore, Md., and acted as Chief Engineer on the construction of the belt line tunnel in that city, but ill health compelled him to resign in 1891. He returned to the Pennsylvania Railroad in 1892 as Assistant to the President, and at once left for England to make an examination of the railways terminating in London, and submitted a special and valuable report. On his return, Mr. Rea was appointed First Assistant to the President and two years later was elected Fourth Vice-President. From this position he steadily advanced to that of First Vice-President in 1911.

On January 1st, 1913, Mr. Rea became President of the Pennsylvania Railroad Company as successor to James McCrea, and he has acted as President and Director of a large number of affiliated companies. Throughout his career he has carried heavy responsibilities, the success of the Pennsylvania Station and tunnels at New York City being largely due to his efforts.

Mr. Rea was always particularly interested in the promotion and construction of new lines and branches. He was one of the incorporators of the North River Bridge Company, due to his intense interest in the project to construct a bridge over the North River at New York City. It was only after the other railroads terminating on the New Jersey side of the North River had failed to join in this project that, after careful examination and report, the Pennsylvania Railroad Company decided to build the tunnels under the North and East Rivers.

Mr. Rea had direct charge of the New York City tunnel projects, both as Executive and Engineer. He was also the executive engineering head in the construction of the New York Connecting Railroad, including the Hell Gate Arch, the longest arch span in the world.

In recognition of his engineering achievements, Mr. Rea was granted the degree of Doctor of Science by the University of Pennsylvania in 1910, and by Princeton University in 1916; Lafayette College granted him the degree of Doctor of Laws the same year. He is a member of the Institution of Civil Engineers of Great Britain, and author of "The Railways Terminating in London", a comprehensive study of the physical and financial conditions of the English railway systems. He was a member of the Railroads War Board, and a Director of the Division of Transportation of the Pennsylvania State Commission of Public Safety.

Ambrose Swasey

Ambrose Swasey was born near Exeter, N. H., on December 19th, 1846. He learned his trade as a machinist in the Exeter Machine Works, a shop engaged in the manufacture of steam engines.

In 1870, Mr. Swasey left Exeter and went to Hartford, Conn., where he entered the employ of the Pratt and Whitney Company. On account of his accurate workmanship and his natural ability to solve complex mechanical problems, he was soon put in entire charge of the gear work for that Company. While in this position, he invented machinery for generating the epicycloidal curves of cutters for cutting the teeth of spur wheels, and, later, also invented and perfected a machine for automatically generating and cutting the teeth of interchangeable gear wheels.

In 1880, with Mr. Worcester R. Warner, with whom he had been associated from boyhood, Mr. Swasey went to Cleveland, Ohio, where they established the present firm of Warner and Swasey, erected shops, and engaged in the manufacture of machine tools.

In addition to their regular business, Messrs. Warner and Swasey have given especial attention to the construction of high-class astronomical instruments and have introduced many new features in the construction of equatorial telescopes, which have made them famous both in the United States and abroad. Among their many notable achievements are: The design and construction of the mounting of the great 30-ft. telescope at the Lick Observatory, in California; the mounting of the 26-ft. telescope of the United States Naval Observatory in 1892; and the construction, in 1893, of the 40-ft. telescope at the Yerkes Observatory, together with the 90-ft. dome and 75-ft. elevating floor. In addition, the firm has also manufactured meridian circles, transits, and other instruments for astronomical work.

Mr. Swasey has also invented and perfected a dividing engine capable of dividing automatically circles up to 40 in. in diameter, with an error of less than 1 sec. of arc, telescopic gun sights of various patterns, azimuth instruments, and other instruments of precision for use in sea-coast defense for the United States Government, and a range finder, known as the "Swasey range finder", for determining the position and distance of a ship or target within a range of 12 000 yd., which has also been adopted by the United States Government.

Mr. Swasey is a Charter Member of the American Society of Mechanical Engineers, and has served as its Vice-President in 1900 and 1902, and as its

President in 1904; in 1916 he was made an Honorary Member. He is also a Past-President of the Civil Engineers' Club of Cleveland, Ohio, a Member of the Institution of Mechanical Engineers, and of the British Astronomical Society, a Fellow of the Royal Astronomical Society, and, in 1900, he received the decoration of the Legion of Honor from the French Government.

He received the honorary degrees of Doctor of Engineering from the Case School of Applied Science in 1905, and of Doctor of Science from Denison University in 1910. He was President of the Cleveland Chamber of Commerce in 1905, and in 1907 became First Vice-President of the National Board of Trade. He served on the Jury of Awards of the Nashville, the Pan-American, and the St. Louis Expositions, and as Vice-President of the Jury of Awards of the Jamestown Exposition.

On January 27th, 1915, Mr. Swasey established, by an initial gift of \$200 000, subsequently increased to \$500 000 by two additional gifts, "The Engineering Foundation", for "the advancement of the Engineering Profession and the good of mankind", which is to be administered by a Board of Trustees, on which the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, the American Institute of Electrical Engineers, and the American Society of Civil Engineers are equally represented.

Presentations of John Fritz Medal

At a special meeting of the John Fritz Medal Board of Award of the four Founder Societies held on May 19th, 1921, the medal for 1922 was awarded to Mr. Charles Prosper Eugene Schneider, head of the Creusot Works, France, for "achievement in the metallurgy of iron and steel; for development of ordnance, especially the 75-mm. gun; and for notable patriotic contribution to the winning of the war." As already announced*, the medal for 1921 was awarded to Sir Robert A. Hadfield, of London, England, for the invention of manganese steel. The 1922 award was anticipated in order that a double presentation could be made on the occasion of the visit to England of a delegation to present the medal, and because of the desire of American engineers to make the dual event the occasion of international ceremonies which shall mark the beginning of a closer engineering union between the countries allied in war.

On June 15th, 1921, several members of the delegation of American engineers sailed for England, and on June 29th the medal was presented to Sir Robert A. Hadfield by Mr. Ambrose Swasey†, Chairman of the Board of Award and Founder of Engineering Foundation, at the opening meeting of the Institution of Civil Engineers, in the Great Hall of that Institution. At this meeting Sir Robert presented an address of thanks in the form of a printed booklet of 41 pages covering in detail the work of United Engineering Society; the invention of manganese steel and its significance in the development of alloy steels; metallurgical literature; the growth of science from the rise of the Royal Society, and the connection of famous men therewith.

* *Proceedings*, Am. Soc. C. E., February, 1921, p. 246.

† Recently elected Honorary Member of the Society, see pp. 588, 614.

He expressed the earnest desire that Anglo-Saxons should "pull together" and that there might be a General Engineering Council for Anglo-Saxons throughout the world, saying that such a Council would be fraught with great prospects for the future of the human race.

At a meeting held in Paris on July 8th, 1921, attended by the delegation of American Engineers and by members of the French Society of Civil Engineers (Société des Ingénieurs Civils de France), Mr. Swasey presented the John Fritz Medal to Mr. Schneider. Not only did Mr. Schneider and members of his family fill leading places in the prosecution of the industrial and scientific work done by France during the war, but he has been a leader in the technical and commercial development of the great steel industries in that country. No less than 100 000 employees are required in the many steel works, shipbuilding plants, and subsidiary establishments of the Creusot Works. Probably no industrial establishment in the world made any greater contribution to the defense of liberty or showed more resourcefulness under the stress of the World War.

Mr. Schneider was born on October 29th, 1868, at Le Creusot, France, and has devoted his life to the development of the great industries which his forefathers founded. On the death of his father in 1898 he became head of the company when only 30 years of age. His schools for workmen, foremen, and engineers are said to be among the best in the world. As early as 1877 the company introduced a pension system antedating similar action by the French Government. While in the United States in November, 1919, he was presented with the Gold Medal of the Mining and Metallurgical Society of America.

The delegation which presented the John Fritz Medals as representing the four Founder Societies, in addition to Mr. Swasey, Chairman, consisted of the following:

For the American Society of Civil Engineers: Charles T. Main, Consulting Engineer, Boston, Mass., Chairman; John R. Freeman, Consulting Engineer, Providence, R. I.; and Vice-President Robert A. Cummings, Consulting Engineer, Pittsburgh, Pa.

For the American Institute of Mining and Metallurgical Engineers: Col. Arthur S. Dwight, Vice-President, Chairman; Charles F. Rand, President of Engineering Foundation; and William Kelly.

For the American Society of Mechanical Engineers: Dr. Ira N. Hollis, President of Worcester Polytechnic Institute, Chairman; and Jesse M. Smith, Past-President, Am. Soc. M. E.

For the American Institute of Electrical Engineers: Dr. Frank B. Jewett, Chief Engineer, Western Electric Company, Vice-President, Chairman; Dr. A. E. Kennelly, Professor of Electrical Engineering at Harvard University and the Massachusetts Institute of Technology, and just appointed Exchange Professor to France; and Maj.-Gen. George O. Squier, U. S. A., who was in charge of the Army Air Service during the World War.

Conference of Secretaries of National Standardizing Bodies

The Secretary of the American Engineering Standards Committee, Dr. P. G. Agnew, on his return from a short trip to Europe to attend the Conference in London of the Secretaries of the National standardizing bodies, followed by a visit to France, Switzerland, and Germany for a more detailed study of the standardization work in those countries, reports that the conference, which was called by the Secretary of the British Engineering Standards Association, Mr. C. le Maistre, for an interchange of experience and the furtherance of co-operation between the various National bodies in their work of industrial and engineering standardization, showed that, notwithstanding great difference in the details of procedure, the same general method of work is followed in the different countries.

The Secretaries will submit the suggestions of the Conference to their respective organizations for approval. These have to do with the interchange of publications, a reciprocal arrangement for making foreign standards available to the industries of each country through their sale by the offices of the National bodies, the exchange of information as to the status of work in progress, and other methods of furthering co-operation between the National bodies.

It was the view of the Conference that international co-operation in industrial standardization work should proceed along these informal lines rather than by any attempt at the present time to form a general international standardizing body; that in cases in which formal organization should be found necessary, it should preferably be by subject or industry somewhat along the lines of the International Electrotechnical Commission, but that in all cases efforts should first be made to secure results by less formal methods, and that to this end it would often be desirable that, in the case of a given subject, the office of one of the National bodies most interested should, by informal agreement, perform such secretarial functions as would further international agreement in the particular subject.

Arrangements are being made for close co-operation between the National standardizing bodies and the International Chamber of Commerce, which has organized a committee to develop interest in the subject on the part of industrial and commercial interests, and for the diffusion of information on standardization. It is the policy of the International Chamber of Commerce to further the standardization movement by considering only the more general aspects of the problem and the policies to be followed, leaving the details of industrial standardization to the National bodies, which will co-operate directly with the National organizations of the International Chamber of Commerce in their respective countries.

It was felt by all concerned that the Conference was a very successful one, and that it constituted an important forward step in establishing a closer relationship and understanding between the various National bodies. The Secretaries present were: Belgium, G. Gerard; Canada, R. J. Durley; Great Britain, C. le Maistre; Holland, E. Hijmans; Norway, A. Eriksen; Switzerland, M. Zollinger; United States, P. G. Agnew.

The Value of Research

Research set in motion in a few great American industrial plants was one of the chief factors in the allied victory over Germany, according to a statement by Engineering Foundation disclosing how new methods contributed huge stocks of explosives and other material to the army under General Foch. Improved devices for loading shells enabled a few men to do the work of thousands, millions of gallons of alcohol and bushels of corn were saved, and the time required for making powder was cut from months to days.

The Foundation, working with the Division of Engineering of the National Research Council to promote a National system of industrial research, has collected evidence showing the benefits to industry resulting from research scientifically carried on. Dr. Charles L. Reese, Chemical Director of the E. I. du Pont de Nemours Company; A. J. Wadhams, General Superintendent of the National Nickel Company; Professor Joseph W. Richards, in charge of the Department of Metallurgy, Lehigh University; Professor Michael I. Pupin of Columbia University; J. Vipond Davies, M. Am. Soc. C. E., President of the United Engineering Society; H. Hobart Porter, M. Am. Soc. C. E., of Sanderson and Porter, Vice-President and General Manager of the Brooklyn Rapid Transit Company; and George H. Pegram, Past-President, Am. Soc. C. E., Chief Engineer of the Interborough Rapid Transit Company, were among those who urged the need of research on a large scale if America was to reap the full benefits of the war and continue as an industrial nation of the first rank.

It is stated by Dr. Reese that Research in the du Pont Laboratories, which had its beginnings more than a century ago, made the manufacture of explosives safe, and further reduced the chances of loss of life or personal injury by the substitution of machines for hand labor in operations that had been hazardous. It led to the production of sulphuric acid and to material used in the dye industry in huge quantities, which are essential also for the manufacture of explosives for National defense. Research made possible the construction of acid plants without the great lead-lined tanks and pipes formerly believed to be necessary; it substituted the cheap and quickly available iron and steel, saving the labor of thousands of lead burners, a very special type of skilled labor of which there was no available supply.

The progress of nickel as a commodity, according to Mr. Wadhams, revealed how the accidental element in research resulted in great progress in the development of that now highly valuable commodity. Nickel formerly was considered hardly more than a nuisance to the producer of copper, especially from certain ores. Its only use was for the humbler coins of the world. It was only after years of research and many disappointments that economical and successful methods were discovered for separating nickel from copper, and then no one knew quite what to do with all the nickel.

In the early Eighties it was discovered that steel alloyed with nickel was useful in refrigerating apparatus. About that time a cholera epidemic occurred in the Southern States and it was believed that the cholera germ could not survive at low temperatures. Congress passed a bill providing for the construction of a nickel-steel ship in which a refrigerating apparatus could

be installed so that the cholera victims could be subjected to low temperatures. The attempts to carry out this contract led gradually to the use of nickel for alloying with steel for many purposes, especially in war equipment.

Notes from National Research Council

Funds for Scientific Research.

The Research Information Service of the National Research Council has recently compiled information about funds for scientific research from which it appears that there are hundreds of special funds, trusts, or foundations for the encouragement or support of research in the mathematical, physical, and biological sciences, and their applications in engineering, medicine, agriculture, and other useful arts. The income from these funds, which amounts annually to at least $50 000 000, is used principally for prizes, medals, research scholarships and fellowships, grants and sustaining appropriations or endowments.

So numerous have been the requests to the Research Council for information about sources of research funds, availability of support for specific projects, and mode of administration of particular trusts or foundations, that the Research Information Service has created a special file which it is proposed to keep up to date in order to answer the questions of those interested in such funds. Furthermore, in order to give wider publicity to the immediately available information about research funds, the Council has issued a bulletin under the title "Funds Available in 1920 in the United States of America for the Encouragement of Scientific Research".

Copies of Scientific Articles.

Many scientists lack the library facilities which their work demands. They are compelled either to journey to distant libraries or to try to borrow books by mail. Often it is difficult for them to locate something that is badly needed, and again it may be impossible to borrow it. The Research Information Service is prepared to assist investigators by locating scientific publications which are not generally or readily accessible. It will also, as is desired, have manuscripts, printed matter or illustrations copied by photostat or typewriter. The cost of copying varies from ten to twenty-five cents per page. No charge is made for this service unless an advance estimate of cost has been submitted and approved by correspondent.

Inquiries concerning the bulletin, for information about research funds, or requests for assistance should be addressed to the National Research Council, Information Service, 1701 Massachusetts Avenue, Washington, D. C.

New Exchange with France of Professors in Engineering and Applied Science

For some time a regular annual exchange of Professors between individual universities in France and America in academic fields such as literature, history, law, fine arts, economics, etc., has occurred, but up to this time no such exchange in engineering or applied science, which subjects are taught

in France under special faculties, has been included in existing exchanges with America. Furthermore, the French methods of teaching these subjects are unlike American methods for various reasons based on the history, traditions and sociology of the two countries. The great war showed the importance of engineering in production and distribution, and the many ties of friendship which bind America to France depend, in various ways, upon applied science.

Believing, therefore, that it would be to the mutual advantage of France and America to become better acquainted with each other's ideals and view-points, in the study and teaching of these subjects, the late Dr. R. C. Maclaurin, in 1919, as President of the Massachusetts Institute of Technology, consulted the presidents of six universities on or near the Atlantic seaboard as to whether they deemed it desirable to co-operate in a joint exchange of professors with France, on a plan definitely outlined. Their replies being favorable to the project, a committee was appointed, with one member from each of the seven institutions, to report on the plan and on methods of carrying it into effect. This committee met in December, 1919, and ratified the co-operative plan with some few modifications. The present president of the committee is Director Russell H. Chittenden, of Yale, and its Secretary is Dean J. B. Whitehead of Johns Hopkins.

Since the Institute of International Education in New York concerns itself with the interchange of college students and teachers from all parts of the world, the committee requested its Director, Dr. Stephen P. Duggan, to undertake the negotiations between the committee and the French University Administration. The result has been that the French Administration responded very cordially to the offer for the annual exchange of a professor.

The French have selected, for their first representative, Professor J. Cavalier, Rector of the University of Toulouse, and a well known authority on metallurgical chemistry, to come to America in the fall of 1921, and to divide his time during the ensuing academic year among the seven co-operating institutions, namely, Columbia, Cornell, Harvard, Johns Hopkins, Massachusetts Institute of Technology, Pennsylvania and Yale. Although it would have been impracticable to have included a larger number than seven in the American plan, yet it is hoped that other institutions may also derive benefit from the incoming French professor's visit.

The American universities have selected as their outgoing representative for the first year (1921-22) Dr. A. E. Kennelly, Professor of Electrical Engineering at Harvard University and the Massachusetts Institute of Technology.

Funds for Bust of Captain Eads Solicited

In accordance with the action of the Board of Direction of the Society at its meeting in Houston, Tex., on April 25th, 1921,* an invitation is extended to the membership for voluntary subscriptions to defray the expense of placing a bust of the late Capt. James B. Eads, F. Am. Soc. C. E., in the Hall of Fame of the University of New York. There are also in course of

* *Proceedings*, Am. Soc. C. E., May, 1921, p. 458.

preparation of similar busts of St. Gaudens by the National Sculpture Society, of Dr. Mark Hopkins by the Williams College Alumni, and of Gen. Lee by the Daughters of the Confederacy.

As Capt. Eads is the first engineer thus honored, a special plea is made for contributions. It is suggested that the maximum individual contribution be limited, initially at least, to $5, and that as many members of the Society as possible participate. Contributions should be forwarded to Mr. Elbert M. Chandler, Acting Secretary, Am. Soc. C. E., 33 West 39th Street, New York City, who will see that they are forwarded to the proper authorities.

Employment Service Increasing Its Activities

Current business depression has forced many engineers to seek new connections. The Employment Service of the Federated American Engineering Societies is helping these engineers in their quest, but finds itself handicapped, not only by general conditions, but particularly by the fact that many employers are not fully aware of the facilities of the Bureau. In order to bring those facilities to the attention of employers, a volunteer committee is canvassing New York City, and it is suggested that similar committees be organized in other cities where the Bureau is represented.

The Bureau serves employers and employees without charge, and since the Societies have a total membership of 50 000 engineers, its field is Nation-wide. It has a carefully organized system of classifying men available for employment according to their training and experience, and can generally submit the names of one or more who closely or exactly conform to the employer's specifications. It is in a position therefore to assist employers in finding specialists whom the unaided individual employer may be unable to locate, and can also offer a large number of engineers from whom a choice may be made. All communications should be addressed to Walter V. Brown, Manager, 29 West 39th Street, New York City.

At its meeting on June 6th, 1921, the Board of Direction of the Society appropriated the sum of $3 000 in support of the Employment Service for the current year, and it is requested that the membership give all the aid possible, especially in using the bureau to obtain engineers to fill vacant positions.

ACTIVITIES OF LOCAL SECTIONS.*

Regular Meetings of the Cleveland Section.

A regular meeting of the Cleveland Section was held on March 9th, 1921; Vice-President A. V. Ruggles in the chair; George H. Tinker, Secretary; and 25 members present.

Correspondence with Acting Secretary Crocker in relation to deferring amendments to the Constitution was read, and the Secretary reported the receipt of favorable replies from Senators and Representatives who had been communicated with in regard to the appointment of an engineer on the Interstate Commerce Commission.

The Secretary reported the status of the proposed Engineers' Registration Bill before the Ohio Legislature.

Meeting of April 13th, 1921.

A meeting of the Cleveland Section was held on April 13th, 1921; President J. E. A. Moore in the chair; A. F. Blaser acting as Secretary; and present 20 members.

President Moore reported on the status of the investigation being made for obtaining new quarters. He also presented a short analysis of the proposed new Constitution of the Parent Society.

Meeting of May 11th, 1921.

At a regular meeting of the Cleveland Section held on May 11th, 1921; Vice-President A. V. Ruggles in the chair; George H. Tinker, Secretary; and 14 members present; Mr. Willard Beahan, Director of the Parent Society, presented a short account of the action taken at the recent Annual Convention of the Parent Society held in Houston, Tex.

After certain local announcements were made, it was reported that the quarters of the Section would be moved to the Winton Hotel on July 1st, 1921, and that the next regular meeting would be held on September 14th.

Special Meeting of the Colorado Section

At a special meeting and luncheon held at the Albany Hotel, May 4th, 1921; President Reedy presiding and acting as Secretary; and 12 members present; Messrs. W. F. R. Mills, City Water Commissioner, and Burton Lowther, Chief Engineer, addressed the members on the proposed Water Department Bonds on which a vote was taken on May 17th, 1921.

The following resolution was adopted:

"Resolved: That the Colorado Section of the American Society of Civil Engineers approves and endorses the proposition to issue \$5 000 000 Water Department Bonds, which measure is to be voted on by the taxpayers of the City and County of Denver at the coming election."

On motion, duly seconded and carried, it was ordered that this resolution should be communicated to the newspapers.

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* For list of Local Sections, Officers, Meetings, etc., see p. 646.

Annual Meeting of the Section.

The Annual Meeting of the Colorado Section was held at the Shirley Hotel, Denver, Colo., on June 13th, 1921; President Oliver T. Reedy in the chair; John S. Means, Secretary; and present, also, 18 members, 14 student members from the University of Colorado, and 3 guests.

One of the guests, Mr. McCune, State Engineer of Colorado, addressed the meeting concerning his work and the Department.

Mr. A. E. Palen, Chairman of the Section Committee on Classification and Compensation, submitted the final report of the Committee, which, on motion, duly seconded, was accepted and the Committee discharged.

The annual reports of the Secretary-Treasurer were read and, on motion, duly seconded, were accepted. Among other things, the Secretary stated in his report that, at present, the Section had a membership of 72; that 8 new members had been added during the year and 17 members had been dropped, the greater number on account of resignations due to departure from the State; and that six regular and three special meetings of the Section had been held, with an average attendance at the regular meetings, including guests, of 17.

The election of the following officers was announced: President, A. N. Miller; Vice-President, Thomas H. Olds; and Secretary-Treasurer, John S. Means.

After a few words of welcome to the Student Members present, President Reedy delivered a very interesting address on the "Success of the Engineer."

After a discussion of the flood situation at Pueblo by Mr. H. L. Thackwell, a resolution was presented by Mr. R. I. Meeker favoring the appointment by the Governor of a Commission of Engineers, the Chairman of which should be a Colorado engineer of eminence. After discussion and amendment, on motion, duly seconded, the following resolution was adopted:

"*Whereas:* A disastrous and unprecedented flood from excessive rainfall occurred in the Arkansas Drainage Basin, June 3d to 8th, 1921, destroying many lives and causing enormous property damage at Pueblo and eastward through the irrigated valley, in the aggregate amounting to approximately $20 000 000;

"*And Whereas:* Provisions for the avoidance of a recurrence must rest on a thorough engineering study with a plan developed for engineering control of future floods;

"*Be It Resolved:* That the Colorado Section, American Society of Civil Engineers, favors a Commission of Engineers, the duties of which shall be the assembling of all data available, the making of all necessary surveys, and the formation of a plan for flood control within the State; such Commission to function along the lines of the well-known Miami Conservancy Commission, which has so admirably fulfilled its allotted task."

On motion, duly seconded, it was ordered that a copy of this resolution be presented to the Governor of Colorado, the Mayor of Pueblo, and the Committee on Flood Prevention in Pueblo.

The speaker of the evening, Mr. C. P. Williams, Assistant Chief Engineer of the United States Reclamation Service in this District, presented a complete outline of the work carried on by the Reclamation Service in the

enormous Milk River Project in Montana, illustrating his address with numerous lantern slides and with tracings showing the general outlay of the system.

Regular Meeting of the Detroit Section

A regular meeting of the Detroit Section was held on April 13th, 1921, at the Fellowcraft Athletic Club; President David A. Molitor in the chair; Dalton R. Wells, Secretary; and 49 members and guests present. The subject "Design of Track Construction for Street Railways" was announced, the type of construction used by the Department of Street Railways of the City of Detroit and the type proposed for the future to be given special consideration.

After brief remarks by President Molitor, Mr. J. S. Goodwin, General Manager of the Department of Street Railways, was introduced. The following speakers discussed the subject: Herman P. Hevenor, Assoc. M. Am. Soc. C. E., Consulting Engineer, Department of Street Railways; Mr. H. M. Gould, Electrical Engineer, Department of Street Railways; William R. Dunham, Jr., M. Am. Soc. C. E., Maintenance and Construction Engineer of the Connecticut Company, and Member of Maintenance of Way Committee of the American Railway Engineering Association; R. A. Cairns, M. Am. Soc. C. E., City Engineer of Waterbury, Conn.; F. L. Ford, M. Am. Soc. C. E., former City Engineer of New Haven and Hartford, Conn.; A. H. Terry, M. Am. Soc. C. E., former City Engineer of Bridgeport, Conn.; Manley Osgood, M. Am. Soc. C. E., formerly of the Detroit Bureau of Government Research, and others.

Mr. Hevenor described the design and methods of track construction proposed to be used as a standard by the Department of Street Railways of the City of Detroit. This standard calls for an excavation 16 ft. 6 in. wide for double-track construction, 16½ in. deep at the sides and 17½ in. deep at the center, with a drainage trench along the center 16 in. deep to contain 6-in. tile, with backfilling of crushed stone. On the sub-grade there is to be 2 in. of rolled slag or cinder as a blind drain. The design calls for 91-lb., 7-in. T-rails, supported by "International" steel twin ties, which consist of two 3-in., 4.1-lb. channels, 6 ft. 2 in. long, spaced 3 ft. on centers, and riveted in pairs to 13 by $\frac{5}{16}$ in. by 3-ft. steel tie-plates. The 3-in. channels are so bent upward near the ends as to incline the rails inward at a slope of 1 to 25.

The rails and ties are assembled and held to surface by concrete blocks, with wooden wedges. Concrete of 1:2:4 mix is poured under, around, and 1 in. or more over the ties, the minimum depth of concrete below the steel channel being 4 in. When this concrete has set about six days, the upper or paving course of so-called compressed concrete is then laid. This course consists of a layer of 2½ in. to 3 in. of broken granite, or equally hard material, rolled in place dry with an 8-ton roller, so that when thoroughly compacted the upper surface will be on the same level as the top of the rails. Flangeways are provided during the wet rolling by laying steel bars of suitable cross-section along the rails. In rolling dry, a grout of 1:2 mix is flushed into the rolled stone course until it comes to the surface. Further rolling is continued until all voids are filled and there is no give to the con-

crete from the roller. After the cement in the paving course has been given opportunity to set thoroughly, the track is ready for service.

Mr. Gould spoke of the various methods of welding rail joints, quoting from the 1916 *Proceedings* of the American Street Railway Association, and giving reasons for the method adopted by the Department of Street Railways, which is a modified so-called Naylor joint.

Both these addresses were profusely illustrated by drawings and models.

At a subsequent special meeting, President Molitor appointed a committee to investigate the method of construction adopted by the Department of Street Railways of Detroit, to report at a later meeting.

Regular Meeting of the Duluth Section

At a regular noon meeting of the Duluth Section held on May 16th, 1921; President W. A. Clark in the chair; W. G. Zimmermann, Secretary; 23 members and 1 guest present; the Committee to which had been referred the correspondence in regard to the American Engineering Standards Committee reported that it had carefully examined this correspondence and had come to the conclusion that no action need be taken by the Section. On motion, duly seconded and carried, the papers were ordered kept on file by the Secretary.

The Committee, consisting of Messrs. Coe, Taylor, and Darling, which had been appointed to investigate the situation in regard to the Engineers Licensing Bill before the New York Legislature reported that in the judgment of the Committee no action need be taken, as this was purely a local situation concerning the State of New York, no important principle being involved. On motion, duly seconded and carried, it was ordered that the papers be kept on file by the Secretary.

A letter from the Seattle Section in reference to the publication of technical papers and discussions by the Parent Society was read, and it was announced that at the Annual Convention held in Houston, action had been taken to the effect that such papers should be published in *Proceedings* in the future.

A letter from Acting Secretary H. S. Crocker in regard to Student Chapters was read. It was announced that the Engineers Society of the University of Minnesota had just made application to become a Student Chapter of the Society, and it was suggested that the Secretary get in touch with this organization and with the Student Chapter recently established at the University of Wisconsin, with a view to obtaining a list of their members.

A letter from Congressman O. J. Larson in reply to the recent communication addressed to him in regard to the appointment of an engineer on the Interstate Commerce Commission was read; this letter stated that there was no vacancy in the Commission at the present time, but that when the next vacancy occurred an effort would be made to secure the appointment of an engineer.

The following officers were elected: John L. Pickles, President; William H. Hoyt, First Vice-President; Thomas F. McGilvray, Second Vice-President; Walter G. Zimmermann, Secretary; John Carson, Treasurer.

Annual Meeting of Illinois Section

The Annual Meeting of the Illinois Section was held on January 13th, 1921, at the Chicago Engineers Club; President A. F. Reichmann in the chair; W. D. Gerber, Secretary; and 50 members present.

The report of the Secretary was read, accepted, and ordered placed on file. It showed that the Illinois Section had held seven meetings during the past year, all for the purpose of discussing the affairs of the Parent Society. At the meeting held on September 28th, 1920, Arthur P. Davis, Past-President (at that time President), Am. Soc. C. E., addressed the Section. In addition, a joint meeting was held with the Chicago Engineers Club, at which Mr. S. T. Henry, Vice-President of the Allied Machinery Company of America, discussed the subject "Some Opportunities for American Engineers and Contractors in Latin America."

An increase in membership of 48 during the year was reported, a total of 129 members of the 300 members of the Parent Society residing in Chicago and vicinity being members of the Section.

On motion, duly seconded and carried, the name of the Association was changed to "Illinois Section of the American Society of Civil Engineers", in accordance with the action of the Board of Direction of the Parent Society.

The Committee on Constitutional Revision also recommended that the letterhead suggested by the Board of Direction of the Parent Society for the use of Local Sections should be adopted, and the Secretary was directed to procure the die for use on all stationery. On motion, duly seconded and carried, these recommendations were approved.

The following officers were elected: C. B. Burdick, President; J. N. Hatch, Vice-President.

The retiring President called attention to the wide variation in the structural requirements of the cities of the United States, and suggested that there was opportunity for constructive work in the direction of securing more uniformity in specifications for building construction. After general discussion, Mr. Reichmann moved that the Parent Society should co-operate with the American Institute of Architects in the formulation of uniform specifications for building construction. This motion was duly seconded and carried.

New York Section Considers Bridges and Tunnels

At the meeting of the New York Section held on May 11th, 1921, Vice-President R. S. Parsons in the chair; W. T. Chevalier, Secretary; and present about 300 members, the final subject of the series announced for the season, namely, "Bridges and Tunnels in the Metropolitan District", was introduced by William H. Burr, Consulting Engineer, and discussed by Messrs. J. A. L. Waddell, Consulting Engineer (by letter, read by S. Hardesty); J. F. O'Rourke, President of the O'Rourke Engineering Construction Company; Ralph Modjeski, Consulting Engineer; James Forgie, Consulting Engineer (by letter, read by the Secretary); Gustav Lindenthal, Consulting Engineer; J. V. Davies, Consulting Engineer; and C. M. Holland, Chief Engineer of the New York and New Jersey Bridge and Tunnel Commissions.

Professor Burr introduced the subject by citing figures to show the magnitude of the transportation problems of the New York Metropolitan District with its total population of nearly 8 000 000 people (inclusive of suburban districts), with 76 000 000 tons of freight (including about 13 000 000 tons passing through the port by rail) carried to and from their terminals by the 12 railroads entering the district, and about 45 000 000 tons entering or leaving the port by water. These figures for 1914, he stated, were certain to be exceeded in the immediate future, and that no plan for handling this freight and passenger traffic which would add to the congestion already existing at many points below 59th Street, or that did not take into consideration the actual street plan of New York which had been developed so unwisely, should be adopted.

The controlling features to which Professor Burr directed attention were: The need for careful studies of street traffic, particularly for determining the capacity of entrances and exits to tunnels or bridges, in which connection he cited the fact that the new highway tunnel under the Hudson River would have its exits and entrances separated by about 750 ft.; the necessity for convenient and economical access to suitable warehouses for the distribution of freight; the methods for transfer of the large freight tonnage from rail to ship for water carriage; the location of great terminal yards, as in the Hackensack Meadows, New Jersey; and the most difficult problem of how to transfer the freight tonnage and passenger traffic from the railroad terminals to the lower part of Manhattan Island.

The solution of the latter problem, Professor Burr said, must be either by a great bridge over the Hudson River, or by the use of tunnels, each supplemented by distribution facilities at the New York end. The tunnel plan, he claimed, has the advantage of flexibility, that is, that tunnels may be driven wherever they best serve the purposes of the project or plan, and also in order to distribute or diffuse the traffic to reach different points in the city, and avoid serious congestion. Another advantage of the tunnel plan, he stated, is that the full number required could be built gradually over a period of years, and put into service much more rapidly than a single great bridge. Warehouses could be served by tunnels connected to the main river tunnels or with the water-front, and a tunnel system designed to transfer from the railroad terminals to points of consignment in the city in a direct and economical manner. Some of the tunnels could be devoted entirely to passenger traffic, and some to freight traffic, or some to passenger traffic in rush hours and freight traffic at other hours. Such a system could be constructed, he claimed, with a minimum length of traffic lines and with the purchase of the least amount of real estate.

Discussing Mr. Lindenthal's alternative plan of a great bridge over the North River at or near 57th Street, Professor Burr stated that the essential differences lay in the greater congestion of traffic at the bridge approaches, which he estimated to require at least ½ mile square of costly street approaches to accommodate the vehicular traffic alone, the greater expense of real estate, and the use of elevated structures instead of tunnels. The bridge traffic would also have to contend against greater grades or longer approaches,

inasmuch as the minimum clearance height above water is 135 ft. as compared to 50 ft. required for the tunnel below low water. He estimated that eight single-track freight tunnels would carry the 60 000 000 tons per annum estimated for the bridge.

Although stating that it is hazardous to give any figures at the present time, Professor Burr announced that after careful consideration of all the circumstances, including the costs of real estate, he believes that the cost of the tunnel plan to handle an 8-track railway traffic and 14 lines of vehicular traffic will be materially less than that of the bridge plan.

Dr. Waddell Favors Railway Tunnels and Highway Bridge.

Mr. Hardesty read Dr. Waddell's contribution calling particular attention to his paper entitled "Bridge *versus* Tunnel for the Proposed Hudson River Crossing at New York City".* He presented the substance of that paper, giving details of his methods of making estimates of costs, which were exclusive of right of way, land damages, expenses of financing, etc. Among the conclusions to which he referred were:

That railway tunnels will usually be cheaper than railway bridges for spans exceeding 2 000 ft. when property damages are taken into consideration; that a highway bridge would be cheaper than a highway tunnel even for a 3 000-ft. span unless property damages are quite heavy; and that short-span lengths favor a bridge, while long-span lengths favor a tunnel.

Dr. Waddell claimed that safe ventilation of a tube carrying automobile traffic is as yet an unsolved problem, and quoted certain authorities to the effect that carbon monoxide even in minute quantities is a cumulative poison which would gradually undermine the health of those constantly using such tunnels. The high temperature (20° Fahr. above outside air allowable by the designers) he believed would cause much discomfort in summer. He stated in conclusion that although Mr. Lindenthal's single bridge for many lines of traffic might apparently be cheaper than the equivalent tunnels necessary, when the property damages for long railway approaches are duly considered it would be found cheaper to carry all the railway tracks in tunnels and carry highway traffic by the bridge.

O'Rourke Plan for Subway and Tunnel System.

Mr. O'Rourke presented a plan, with detailed map for reference, showing proposed freight subway tunnels and a double-track Hudson River tunnel to Weehawken, N. J., and stated that such subway tunnels could be extended above Spuyten Duyvil inside the new bulkhead line in a fill outside the present shore front, which would also accommodate railroad tracks, and allow the removal of the New York Central Railroad tracks from the city streets. Freight stations could be located as desired, with warehouses above them, the cost of real estate being charged to the warehouses. Connections between subways and sidewalk vaults are practicable, and elevators or ramps for vehicles could be used to connect to roadways alongside the sidings. An important feature

* *Proceedings*, Am. Soc. C. E., August, 1921, p. 943.

of his plan, according to Mr. O'Rourke, is the fact that construction could be carried on without interference with street traffic or danger to adjacent buildings. In his opinion, the bridge would be only a partial solution, as one or more tunnels would be immediately necessary to meet the requirements of the situation, and as the bridge might take 10 years to construct while tunnels could be built in 3 years. He stated that at least one double-track tunnel, or two single-track tunnels, should be built at once.

Mr. Modjeski confined his discussion to certain general aspects of the problem, stating that a subject of such magnitude would require years of study. He would classify the traffic as freight by rail, passenger by rail, freight by trucks, passengers by vehicle, and foot passengers, the latter class being so small, however, as to be negligible. Analyzing the vehicular traffic for the proposed bridge, he showed that 8 000 vehicles per hour would be delivered at the Manhattan approach, as compared with 2 300 vehicles per hour on Fifth Avenue during the rush hours. This traffic, together with that of eight tracks of railway, would have to be diffused by means of elevated structures, which are quite objectionable in the heart of any city. He emphasized the flexibility of the tunnel plan, and stated that he would prefer to see the purely vehicular traffic segregated from rail traffic, the latter provided for by tunnels conveniently distributed, and the vehicular traffic by bridges; he also stated that a bridge at Washington Heights would be a great relief to automobile traffic.

Mr. Forgie, by letter, claimed that conditions will, as a rule, plainly dictate the necessity for bridge or tunnel, and that certain kinds of traffic should be geographically distributed by tunnels, and other kinds such as transcontinental railroad lines should be grouped and served by a bridge. He believed that tunneling would cost no more than bridging, with due consideration of maintenance and real estate, and hoped that no considerations would prevent the development of the great mass of the import and export traffic of the Port on the west side of the harbor, whether on Raritan Bay, New York Bay, or Newark Bay. He favored an elevated belt line on the water-front. He made an appeal for the Section to consider the fundamentals of a City Plan, such as graded office hours to modify rush-hour passenger traffic, removal of big companies to the suburbs, development of school sites with more open air space, etc.

Mr. Lindenthal, after stating that it would require an entire evening adequately to present his Hudson River bridge plan, called attention mainly to the economic limitations of the situation, especially for the railroads, and the necessity for showing a profit if private capital is to undertake to finance such projects. He illustrated the need for a great Hudson River bridge by contrasting the five bridges and sixteen tunnels across the East River accommodating a population of 2 500 000 people in Brooklyn and Long Island with the six tunnels and two prospective vehicular tunnels across the Hudson River to serve about 2 000 000 people in New Jersey, the remainder served by ferries, including in addition seven large railroad systems which desire entrance into Manhattan.

Mr. Davies emphasized the advantages of tunnels due to the fact that the change in level during passage would be about one-half as great as for a bridge. He referred to the elaborate experiments being conducted to demonstrate the practicability of adequate ventilation of vehicular tunnels, and outlined seven outstanding points which must be considered, claiming that all these conditions are more efficiently provided by tunnels than by bridges. Using lantern-slide illustrations, he showed the main lines of existing traffic between Manhattan and New Jersey, and stated that since the center of population of New York is near the East River at about 14th Street and the center of the New Jersey district population somewhere on the Passaic Meadows near Kearny, it would involve a detour of not less than 5 miles for the great bulk of passenger traffic to be carried by a bridge near 57th Street. He claimed that terminal charges for the bridge would be about 30 cents per passenger per trip, which would be prohibitive in comparison with 6 cents for down-town New York for present facilities. He pointed out how undesirable it would be, especially for coal transportation, to concentrate bulk freight in a great terminal in the up-town district and claimed, on the contrary, that a chain distribution system is essential. He concluded that the question at issue is the utilitarian one of service to the community, and that, on this basis, the bridge is an economic fallacy.

Mr. Holland discussed the point raised by Dr. Waddell as to the effect of carbon monoxide, and the possibility of ventilating the vehicular tunnels. He announced that the investigations undertaken by the New York and New Jersey Bridge and Tunnel Commissions which had just been completed as far as the principal features were concerned, demonstrate absolutely that the ventilation of the tunnel is practicable and feasible with less power requirement than originally contemplated. The problem was divided into three parts: the determination of the amount and composition of exhaust gases from automobiles, of the dilution necessary to render them harmless, and of the method and equipment necessary for ventilation. The U. S. Bureau of Mines carried out a series of experiments at the Pittsburgh testing station where over 100 cars were each subjected to about 20 tests to obtain the output of carbon monoxide under various road conditions, from which the probable volume of exhaust gases could be determined. To find the dilution necessary, experiments were made on Yale students by Dr. Yandell Henderson, and his opinion is concurred in by Dr. Haldane of London, who has studied the ventilation of London tunnels since 1897. It was found that 4 parts in 10 000 is absolutely safe for one hour's exposure; Mr. Holland claimed that Dr. Waddell's assertion that the effects of carbon monoxide on the human system are cumulative is contrary to all physiological information on the subject, and cited the immunity of smokers, stating that the ordinary cigar gives off 8% of carbon monoxide gas.

Mr. Holland stated that the worst possible condition does not occur with a blockade in the tunnel, when engines are running idle, but under maximum operating conditions with all traffic moving. To obtain the coefficient of friction of air in great ducts was a problem, and the late Dr. Allen of Pittsburgh was retained before his death, then Professor Willard of the University

of Illinois. The latter constructed a model tube 300 ft. long, and as a result it was found that a coefficient of friction one-half that assumed was indicated. Finally, all these problems are to be tried out in a test tunnel 200 ft. long built by the U. S. Bureau of Mines in a coal mine at Pittsburgh, Pa., in which it is planned to operate ten Ford cars, shut the doors and observe the results, so that the details of the ventilation of the new vehicular tunnels can be worked out on a basis of directly applicable experimental tests.

A short address was made by Mr. Guido Semenza, Chairman of the Italian Commission on Railway and Industrial Electrification visiting the United States to study American methods, and invited to attend the meeting. Messrs. Caesare Scarelli and G. G. Ponti, Members of the Commission, and Marquis F. Cusani, Secretary, also were present.

Annual Meeting Elects New Officers.

The Annual Meeting of the New York Section was held at the Engineering Societies Building on May 18th, 1921; President W. J. Wilgus in the chair; Willard T. Chevalier, Secretary; and about 75 members present.

Following a verbal report by the Secretary in regard to activities connected with various resolutions passed by the Section, the reports of the Treasurer and of each of the Standing Committees were read and accepted. Reports of the Special Committees on Constitution and By-Laws, on a Chamber of Technology, on the Disposal of Solid Wastes, and on New York Charter Revision were received. The Committee on Chamber of Technology, on motion, duly seconded and carried, was discharged and the matter was referred to the incoming Board of Direction for investigation and later report.

The following Tellers were appointed to canvass the ballots on the proposed By-Laws and Amendments to the Constitution: G. L. Lucas, R. S. Buck, and Daniel Bontecou.

The report of the Nominating Committee for new officers was presented, and there being no nominations from the floor, on motion, duly seconded and carried, the following were declared unanimously elected:

President, Nelson P. Lewis; Secretary, J. P. J. Williams; Directors, Charles Gilman and Joseph J. Yates.

President Lewis addressed the members briefly on the subject "What is the New York Metropolitan District?" After defining the municipal functions which can properly be termed metropolitan, namely, police, health, and fire (frequently grouped together under the title of public safety), public recreation, care of the indigent and sick, care of the criminals and delinquents, transportation, arterial highways (including bridges and tunnels), water supply, drainage, street cleaning and disposal of household waste, building code enforcement, and zoning regulations, he claimed that some of the responsibility and expense of exercising these functions might properly be borne by the State, as in the case of the State of Massachusetts for the Metropolitan District of Boston, but stated that this had been impossible in New York. Figures were cited to show the growth in the population of the various counties of the New York District, in which he included Nassau,

Westchester, Suffolk, and Putnam Counties in New York; Rockland and Orange Counties in New Jersey; and Fairfield County in Connecticut. He made no plea for further consolidation, but did plead for a greater degree of municipal co-operation. The great difficulties and complications due to lack of legislative authority and the mutual jealousy and suspicion between the States affected were pointed out, a comparison being made between the situation in New York and that in San Francisco.

In concluding, President Lewis emphasized the great need for a metropolitan plan big enough to hold the imaginations of all the citizens concerned, such as the New York Section had been considering at its meetings during the year, and hoped that the Section in the future would continue to act at all times for the best interests of the community.

That part of the verbal report made by Mr. Rudolph Hering, Chairman of the Special Committee on the Disposal of Solid Wastes, which related to the content and status of a report of the City Garbage Committee, was further discussed by Mr. Amos Schaeffer, a member of the latter Committee and by Mr. Hering before the meeting adjourned.

Regular Meeting of the Portland Section

A regular meeting of the Portland Section was held at the University Club; Vice-President Murray in the chair; C. P. Keyser, Secretary; and 16 members present.

A letter in regard to statements of a certain contractor reflecting on the conduct of highway construction was read, and the matter was referred to Herbert Nunn, Chief Engineer of the Highway Commission, for recommendation.

The committee appointed to consider the question of the aggression of water power and irrigation developments in National Parks reported progress.

A resolution of the Oregon Technical Council dated February 24th, 1921, was read and discussed. It appeared to be the opinion of those members present that until the status of the Section shall have been more clearly defined, no change in the present membership of the Section in the Council should be instituted.

The proposed new Constitution for the Parent Society was then discussed, D. C. Henny, Director, leading in a very general discussion by those present. The new draft was read and considered section by section, and in general was approved. On motion, duly seconded, the following resolution was carried:

"*Resolved:* That the Portland Section favors a Board made up of Directors elected according to membership resident in the several districts."

It was the consensus of opinion of those present that members should be assigned to Local Sections, and also that foreign members should be unrepreented on the Board of Direction.

Annual Meeting of the Providence Section

The Annual Meeting of the Providence Section was held on May 24th, 1921; Chairman Sydney Wilmot presiding; H. W. Congdon, Secretary; and 15 members present.

It was moved, seconded, and carried that each member be assessed $1 for expenses incurred by the Section.

An amendment to Article V, Section 1, of the Constitution to revise the method of amending the Constitution in accordance with the action of the Board of Direction of the Parent Society, was adopted by unanimous vote.

The Nominating Committee submitted the names of the members in office for nomination for the succeeding year. The Secretary declined renomination and requested permission to nominate Robert L. Bowen for Secretary-Treasurer, which nomination was duly accepted and seconded. The following officers were unanimously elected for the ensuing year: Chairman, Sydney Wilmot; Vice-Chairman, George A. Carpenter; Secretary-Treasurer, Robert L. Bowen; Directors, Irving W. Patterson and Frank E. Winsor.

It was moved, seconded, and carried that the Secretary should express to the Providence Engineering Society the appreciation of the Section for the courtesy extended during the past year in allowing the use of its rooms at 29 Waterman Street.

Letters in regard to the work of the American Engineering Standards Committee, the activity of the New York Section and its programme, and the return to the former practice of issuing the papers and discussions in *Proceedings,* were presented.

The meeting then adjourned to meet in joint session with the Structural Section of the Providence Engineering Society to consider the subject entitled "The New Providence Biltmore Hotel." Mr. William D. Saunders, representative of Warren and Wetmore, Architects, described the interesting features of the foundations, which had recently been completed, and Mr. W. V. Polleys, Contractor, explained the conditions which had been encountered in driving the piles for these foundations. General discussion followed, and many interesting features in the construction of the building were considered.

Regular Meeting of the Seattle Section

At a regular meeting of the Seattle Section held on April 25th, 1921; President T. E. Phipps in the chair; Bertram D. Dean acting as Secretary; and 17 members and 2 guests present; the following report of the Committee on the Relations with the Parent Society in regard to publications was presented and adopted unanimously:

"*Whereas,* in the opinion of the members of this Section, the receipt of the professional papers in a convenient monthly publication has been one of the most valuable benefits of membership in the American Society of Civil Engineers; and

"*Whereas,* the present method of omitting the text of such papers from the *Proceedings* results in a very great reduction in benefits and service received by the members from the Society; and

"*Whereas,* the publication of professional papers only in the *Transactions* and in pamphlets obtainable only on specific request, is a material reduction in the usefulness of the Society in disseminating knowledge and seemingly violates the intent of the Constitutional provision in Section 11, Article VI which provides that 'such papers as in the judgment of the Committee should appear in the *Transactions* shall promptly upon their acceptance be printed and distributed to members of all grades'; and

"*Whereas,* this Section is not unmindful of the necessity for economy, but feels that such economy should be practiced in regard to other items preferably to that of omitting valuable papers from the *Proceedings,* and feels that in event of insufficiency of such economies as can be otherwise made, that consideration be given to the method now adopted by the American Institute of Electrical Engineers in publishing its monthly journal; now, therefore, be it

"*Resolved:* By the Seattle Section of the American Society of Civil Engineers, that the present method of publishing the *Proceedings,* omitting the professional papers, is unsatisfactory and detrimental to the best interests of the Society, and the Secretary is hereby instructed to transmit a copy of this resolution to the Board of Direction."

On motion, duly seconded and carried, it was ordered that copies of this report should be sent to other Local Sections.

The report in regard to the appointment of an engineer on the Interstate Commerce Commission was presented and adopted unanimously.

A letter from the American Association of Engineers requesting the Seattle Section to memorialize the Seattle Park Board that an engineer be appointed to fill the vacant position of Park Superintendent, was read. It was moved, duly seconded, and carried that the Chair appoint a committee of three members to act in an advisory capacity on qualifications of candidates in case the Park Board should request a report, and, further, that the President write to the Park Board offering the services of the Section. The Chair appointed Messrs. Joseph Jacobs, Ernest B. Hussey and L. Murray Grant to serve on the committee.

The speaker of the evening, Mr. S. H. Hedges, Past-President, Seattle Chamber of Commerce, gave a graphic description of the first trip of the new trans-Pacific liner *Wenatchee* from New York to Seattle. He related many interesting anecdotes of the incidents which he had observed both on board and at various ports of call in the Tropics.

Seattle Section Honors New Acting Secretary.

The Seattle Section held a dinner in honor of Elbert M. Chandler, M. Am. Soc. C. E., former Chief Engineer of the Washington State Reclamation Service, recently appointed Acting Secretary of the Parent Society. The dinner was held at the Rainier Club on May 3d, 1921, 29 members and guests being present.

Meeting of May 31st, 1921.

A regular meeting of the Seattle Section was held on May 31st, 1921, in conjunction with the Student Chapter of the University of Washington, at the University of Washington Commons; President T. E. Phipps in the chair; Frank H. Fowler, Secretary; and present, also, 14 members, 7 guests, and 40 students.

The minutes of the previous meeting was read and approved, and, on motion, duly seconded, all other regular and current business was postponed until the June meeting.

L. Murray Grant, M. Am. Soc. C. E., presented the address of the evening on the subject, "Wood Stave Pipe." Mr. Grant's address was illustrated by

lantern slides under the direction of Mr. Edward Bartells, and the subject was discussed by Messrs. Grant, Fuller, Simpson, Carver, Weld, Jacobs, and Bartells.

Regular Meeting of the Section.

The regular meeting of the Seattle Section was held at the Engineers Club Quarters, on June 27th, 1921; President T. E. Phipps in the chair.

A communication from the Parent Society in regard to statements of the Licensing Board of New York State was read, and referred to the Committee on Relations to Parent Society. A letter from Acting Secretary Elbert M. Chandler urging that special effort be made to obtain new members of the Parent Society, was read and discussed. It was moved, duly seconded and carried, that the Parent Society be requested to send a membership blank to each member of the Section.

The President described the meeting of the Associated Engineering Council at which was passed the resolution requesting the Mayor and City Council to order an investigation of the Skagit Project. He expressed his opinion that this matter should have been referred to the individual Sections composing the Council. The resolution as sent to the Mayor was read, and also the letter from the President of the Associated Engineering Council which accompanied it. A letter from Mr. E. B. Hussey, in which he voiced his disapproval of the resolution and particularly of the accompanying letter, was also read. Through inquiry by Mr. Robert Howes it developed that of the seven members of the Council voting on the resolution, five had favored it and two had requested changes, and at his request Sections 4, 6, and 8 of the Constitution of the Associated Engineering Council were read.

General discussion of the question of the authority of the Council, including criticism of its action taken without referring this important matter to the various Sections for approval, followed. Messrs. Reeves and Dean, former Secretaries of the Section, stated that to their knowledge no matters of importance had been referred by the Council to the Local Section of the Society.

Mr. Joseph Jacobs moved that the action of the Council be approved, which motion was seconded by Mr. Howes and later amended by Mr. J. L. Hall as follows:

"*Moved*: That the action of the Council with respect to the Skagit Project be approved."

Following discussion regarding a point of order, Mr. Hall moved a further amendment to Mr. Jacobs' motion to the effect "that this Section of the American Society of Civil Engineers is of the opinion that the Allied Council had the right to take the action regarding the Skagit Project which it did, under its Constitution."

The first motion regarding the amendment was voted on and carried by 12 "ayes" to 9 "noes".

A motion to adjourn was made, duly seconded and lost.

The President ruled that the amendment by Mr. Hall, as carried, was a substitute for the original motion. On a point of order, the members present

did not sustain the President. The original motion of Mr. Jacobs was then discussed by Messrs. Dean, Howes, Dimock, Reeves, Hall, Jacobs, Wernecke, Powell and Fowler. On final vote, the motion was carried by 11 "ayes" to 7 "noes".

Regular Meeting of St. Louis Section

The 104th regular meeting of the St. Louis Section was held at the American Annex Hotel on June 27th, 1921; Vice-President W. S. Dawley in the chair; W. R. Crecelius, Secretary; and 13 members present.

After letters from the Spokane Section and from Mr. L. L. Hidinger favoring the adoption of the proposed revised Constitution of the Parent Society were read, a resolution opposing the adoption of the new Constitution was regularly moved, seconded and carried, and the Secretary was instructed to send a copy to all members of the Section.

The committee appointed to investigate the subject of the preservation of the integrity of public engineering services, which subject had been called to the attention of the Section by the Editor of *Engineering News-Record,* submitted a report which was received and ordered referred to the Associated Engineering Societies of St. Louis with the approval of the St. Louis Section of the American Society of Civil Engineers.

Mr. Baxter L. Brown presented the following resolution:

"The St. Louis Section of the American Society of Civil Engineers desires to call the attention of the Joint Council of the Associated Engineering Societies to the fact that the Legislature is now in session, and the Council should take steps to be represented at Jefferson City with the view of securing the adoption of its recommendations relative to highway laws."

This resolution was adopted unanimously, and the Secretary was instructed to forward it to the Associated Engineering Societies of St. Louis.

ACTIVITIES OF STUDENT CHAPTERS*

Installation of California Institute of Technology Student Chapter

On June 3d, 1921, the California Institute of Technology Student Chapter of the American Society of Civil Engineers was formally installed at a banquet in the "Tech" Dormitory and a joint session with the Los Angeles Section of the American Society of Civil Engineers in the Assembly Hall. Those present numbered 85, including 47 members of the Los Angeles Section and 38 students and professors of the Institute. President H. W. Dennis, of the Los Angeles Section, and Professor Franklin Thomas, Head of the Civil Engineering Department at the Institute, had charge of the meeting and programme.

A sight-seeing trip about the campus, with visits to all points of interest, including the new Physics Laboratory, now under construction, the Hydraulics Laboratory, the Wind Tunnel, and other laboratories and recitation rooms, was followed by the banquet, after which the party adjourned to the Assembly Hall for the meeting. The programme was opened with songs by Mr. D. C. Mackenzie of the Class of 1922, following which, President Dennis of the

* For list of Student Chapters, Officers, etc., see p. 649.

Los Angeles Section welcomed the members of the newly formed Student Chapter into its ranks. Mr. W. M. Taggart, President of the Student Chapter, responded by expressing his appreciation of the opportunities afforded young engineers in having such an organization.

Addresses and discussions by Senior students, on special problems on which they had been working, were made by Messrs. W. Mullin and J. Arnold on "Water Problem of the San Gabriel River"; E. Seaver and L. Korn, on the "Sewage Project for the San Gabriel Valley"; and a brief outline by Mr. Makosky of "A Design for a Timber Wharfhouse for Newport Harbor."

Professor Thomas delivered an address, illustrated with lantern slides, on "The Work of the California Institute of Technology", in the course of which he told of the past record of "Tech", of its plans for the future, and of its aim to make every student who is graduated a well trained engineer or research man.

EMPLOYMENT SERVICE OF THE FEDERATED AMERICAN ENGINEERING SOCIETIES

An Engineering Societies Service Bureau was established December 1st, 1918, as an activity of Engineering Council, managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. On January 1st, 1921, this Bureau was taken over by The Federated American Engineering Societies and is now known as the Employment Service of that organization. It is co-operating with engineering organizations in all parts of the country and is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings,* copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

SALESMAN with centrifugal pumping machinery and sales experience; also water supply experience desirable. Location Mid-West. X–578.

ASSISTANT PROFESSOR OF CIVIL ENGINEERING for the next collegiate year. Duties to consist of teaching classes in Freshman drawing, Sophomore surveying, and Sophomore descriptive geometry, and such other Civil Engineering subjects of the Senior and Junior years as the appointee is qualified to handle. Candidates for this vacancy should be Civil Engineering graduates of institutions of recognized standing, with at least two years' experience; teaching experience preferred. Location Middle West. X–606.

CIVIL OR MINING ENGINEER with selling or business experience, especially familiar with monumental building trade, to be Assistant Superintendent and Sales Manager of a granite quarry. Small investment desirable, but not essential. Drawing account and commission. Application by letter. Location New Hampshire. X–787.

ASSISTANT PROFESSOR to have large degree of responsibility in hydraulics laboratory instruction and somewhat less responsibility, but more work, in materials of constructions class and laboratory. Location Middle West. X–748.

GRADUATE ASSISTANTS. Time will be divided equally between advanced work and assistance in instruction. Work of one man, as far as assistance is concerned, will be almost altogether in highways, and the other will be general, all-round work in the Department. Location Middle West. X–749.

CIVIL ENGINEER, experienced in road work, sewerage systems, and disposal plants for townships work. Location New Jersey, vicinity of New York City. X–830.

INSTRUCTOR to teach classes in Civil Engineering subjects for Civil and Structural Engineering Department. Write, giving references, detailed account of education, experience, and other qualifications. Also, enclose small photograph. Location Wisconsin. X–833.

YOUNG MAN of technical education and some engineering experience, and if possible a little editorial experience, to become associate editor of a journal published every two weeks in the interests of the cement, lime, crushed stone, sand, gravel, phosphate rock, slag, talc, and other mineral industries. Location Illinois. X–834.

MEN AVAILABLE

CIVIL ENGINEER, Assoc. M. Am. Soc. C. E.; age 35. Ten years' responsible charge, tropical and Latin-American work. Railroad location and construction, harbor development, public utilities, plantation, and oil fields. Fluent knowledge of Spanish. Excellent credentials. Will go anywhere. CE–161.

CIVIL ENGINEER; graduate; age 26. Four years' experience here and abroad; charge of party, field, and office on hydraulic construction, industrial construction, preliminary water supply investigations. At present, First Assistant to Chief Engineer on important flood-control project. CE–162.

DUTCH EAST INDIES AND MALAY PENINSULA. Assoc. M. Am. Soc. C. E., having six years' construction experience in the above countries, places himself at the disposal of sales engineers, and investors interested in this territory. CE–163.

ENGINEERING EXECUTIVE, M. Am. Soc. C. E.; age 42; married. Twenty-one years' experience. Eight years as Designing Engineer of large railroad. Construction and designing experience includes piers, bulkheads, railroad work, grading, concrete, dredging, shops, construction, and negotiations. Just finishing $1 750 000 pier, dredging, filling, and shop job in New York Harbor. New York preferred. CE–164.

ENGINEER WITH FOREIGN CONNECTIONS, Assoc M. Am. Soc. C. E. Has designed and shipped material and equipment for industrial and housing purposes in the Latin Americas and the Far East. Thoroughly experienced in export work of this type and in constant touch with the construction material market throughout the world. Has office space and organization available. Open to any inducement. CE–165.

DESIGNER, Assoc. M. Am. Soc. C. E.; technical graduate; age 38; married. Fifteen years' experience on large hydro-electric, water supply, sewerage, and industrial building developments. Refers to past employers. Location in or near New York City. CE–166.

CIVIL ENGINEER; graduate; Assoc. M. Am. Soc. C. E.; age 31. Ten years' experience on highways, and sewer design and construction; design, construction, and operation of water-works, including valuation, rates, waste surveys, etc. CE–167.

CONSTRUCTING ENGINEER, M. Am. Soc. C. E.; age 48. Extensive experience in river and harbor improvement, designing and constructing creosoted and concrete file wharves and bulkheads; surveys for and supervision of hydraulic dredging; designing, locating, and constructing oil and export terminals. Location desired along South Atlantic or Gulf Coast. CE–168.

CIVIL ENGINEER; graduate C. E.; M. Am. Soc. C. E.; age 34; single. Eleven years' experience, including nine years on land and irrigation developments; investigations; surveys and construction; power plant design and construction. Desires position with engineering or contracting corporation maintaining permanent organization. Location immaterial. Available on short notice. CE–169.

CONSTRUCTION AND POWER ENGINEER; technical graduate; age 39. Seventeen years' experience, design, construction, and maintenance of factory and warehouse buildings, power and refrigerating plants. Last position, General Superintendent, engineering, maintenance, and power in English plant of large American corporation. Eastern or Mid-West States preferred. CE–170.

ENGINEER AND CONSTRUCTOR, M. Am. Soc. C. E.; age 44. Twenty-four years' experience as Engineer, Superintendent, and Executive in United States, Alaska, Canal Zone, and Peru, principally in charge of city improvement, river and harbor improvements, dredging, hydro-electric construction, irrigation, shipbuilding, dams, buildings, etc. Speaks Spanish. CE–171.

EXECUTIVE ENGINEER, Assoc. M. Am. Soc. C. E. and Am. Soc. M. E.; age 37; married; American; Christian. Industrial and commercial building design and construction. Eighteen years' experience. Salary $4 800. CE–172.

EXPERIENCED SUPERINTENDENT OR MANAGER for large quarry or modern lime plant. Assoc. M. Am. Soc. C. E.; age 36; single. Fourteen years' actual experience. Will accept position in consulting capacity or invest in a working interest. References exchanged. CE–173.

CIVIL ENGINEER; college graduate. Twenty years' broad practical engineering and contracting experience on water-works, sewers, highways, hydraulic, general municipal and utility engineering, with holding companies, consulting engineers, and contractors; investigations and reports, design, construction, appraisals. Excellent references from all employers and associates. Monthly salary or per diem basis. Details of experience on request. CE–174.

CIVIL ENGINEER; graduate. Twenty years' broad practical engineering and contracting experience on water-works, sewers, highways, hydraulics and general engineering; with utility holding companies, consulting engineers and contractors, investigations, design, construction, appraisals. Will consider any proposition, engineering or associated work. Excellent references from all with whom ever associated. Prefer Middle Atlantic States for permanency. Eastern interview. CE–175.

CONSTRUCTION AND STRUCTURAL ENGINEER, M. Am. Soc. C. E.; age 43; married. Twenty-five years' experience, six on design, remainder on construction of sewers, subways, structural steel and reinforced concrete structures, and appraisal work. Has had responsible charge of large construction. Good organizer and executive. Prefer Eastern States. CE–176.

ENGINEER AND SUPERINTENDENT; graduate C. E.; Assoc. M. Am. Soc. C. E.; age 37; married. Seventeen years' field and office experience, including seven years in foreign service; now Superintendent on Ohio River lock and dam construction; available September 1st. CE–177.

EXPERT STRUCTURAL ENGINEER wishes position in charge of structural department with leading architect, engineer, or industrial corporation in New York City. CE–252.

TEACHERS AVAILABLE

HARVARD UNIVERSITY; age 40; single. Salary $2 400. Location East. CE–178.

COLORADO SCHOOL OF MINES; age 22; single. Desires to teach general geology, mineralogy, mapping, surveying, etc. CE–179.

UNIVERSITY OF CINCINNATI; College of City of New York; age 27. Two years' teaching experience. CE–180.

DARTMOUTH AND THAYER SCHOOL OF ENGINEERING; age 27; single. No teaching experience. CE–181.

UNIVERSITY OF ILLINOIS; Massachusetts Institute of Technology; age 30; married. Location desired West or Central West. CE–182.

UNIVERSITY OF KENTUCKY; age 28; married. Taught mathematics and mechanics. Location Middle West or Southwest. CE–183.

PURDUE UNIVERSITY; Columbia University; age 27; married. Taught descriptive geometry, navigation, electric hydraulics, topographical, railroad, mine, and plane surveying. CE–184.

DREXEL INSTITUTE; age 34; married. Taught building construction, reinforced concrete, structural drafting. CE–185.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY; age 32; single. Desires to teach theory of structures or any subject pertaining to theory of structures. CE–186.

UNIVERSITY OF MINNESOTA; age 35; married. Desires to teach hydraulics, sanitary engineering, surveying, agricultural engineering. Minimum salary, $3 600. CE–187.

PURDUE UNIVERSITY; age 35; married. No teaching experience. Prefers to teach railroad or design work. CE–188.

LAFAYETTE COLLEGE; age 36; single. Desires to teach railroad engineering, drawing, surveying, mechanics of materials. Location East. CE–189.

UNION UNIVERSITY; age 35; married. Desires to teach hydraulics, surveying, mathematics, concrete, structures, etc. Location Northeast. CE–190.

MICHIGAN COLLEGE OF MINES; age 45; married. Taught mining, metallurgy, civil engineering. CE–191.

UNIVERSITY OF WISCONSIN; age 33; married. Taught structural design, reinforced concrete. Two years' teaching experience; nine years in design and field. CE–192.

OHIO STATE UNIVERSITY; age 37; married. Taught sewerage, water supply, highway, railroad, concrete structures. Salary $3 600. Location preferred Central West or West. CE–193.

UNIVERSITY OF MICHIGAN; age 31; married. No teaching experience. Desires to teach hydraulic power, irrigation, drainage, public utility valuation, etc. Location West. CE–194.

COLORADO SCHOOL OF MINES; age 26; married. Taught mathematics, descriptive geometry, civil engineering, surveying, etc. CE–195.

UNIVERSITY OF KANSAS; Cornell University; age 37; married. Eight years' teaching experience; six years as Assistant Professor of Hydraulics. Location United States. CE–196.

PENNSYLVANIA STATE COLLEGE; age 31; married. Eight years' experience; two years' teaching. Location Eastern or Southern States. CE–197.

UNIVERSITY OF WISCONSIN; age 31; married. Ten years' experience; no teaching. Location preferred Northwest. CE–198.

TUFTS COLLEGE; age 30; married. Taught highway and municipal engineering. Location United States. CE–199.

UNIVERSITY OF WEST VIRGINIA; age 44; married. No teaching experience. Location, United States. CE–200.

OHIO NORTHERN UNIVERSITY; age 33; married. Taught civil engineering, mathematics, physics, etc. CE–201.

CUMBERLAND UNIVERSITY; age 44; married. No teaching experience. CE–202.

HARVARD UNIVERSITY; Massachusetts Institute of Technology; age 37; married. Desires position as Professor of Ore Dressing or Metallurgy. CE–203.

UNION COLLEGE; age 56; married. Taught most all undergraduate civil engineering subjects. Location preferred East or Central. CE–204.

UNIVERSITY OF MICHIGAN; age 33; single. Taught surveying for three years; acted as Director of evening vocational school. Location preferred Middle West. CE–205.

UNIVERSITY OF MICHIGAN; age 35; married. Three years' teaching experience. Location preferred West. CE–206.

COLORADO AGRICULTURAL COLLEGE; age 41; married. Desires position as Professor of Civil Engineering or Highway Engineering. Minimum salary, $3 600. Location preferred Southern States. CE–207.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY; age 45; married. One year as Assistant Professor of Railroad Engineering. CE–208.

PRINCETON UNIVERSITY; age 46; married. Sixteen years' teaching experience. Desires position as Professor of Civil Engineering. Minimum salary, $3 500. Location preferred East. CE–209.

UNIVERSITY OF ILLINOIS; age 45; married. Five years' teaching experience as Assistant Professor of Civil Engineering. Location preferred Middle West. CE–210.

YALE UNIVERSITY; age 33; married. Desires to teach structures. Location East. CE–211.

IOWA STATE COLLEGE; age 45; married. Two years' teaching experience; Associate Professor. CE–212.

UNIVERSITY OF ILLINOIS; age 34; married. Four years' teaching experience; Instructor and Professor of Civil Engineering. Location preferred West or Central States. CE–213.

DELAWARE UNIVERSITY; age 32; married. Can teach mathematics, including trigonometry and surveying in all branches. CE–214.

LAFAYETTE COLLEGE; age 32; married. Desires to teach surveying, hydraulics, reinforced concrete. Location United States or Canada. CE–215.

KANSAS STATE COLLEGE; age 39; married. Assistant Professor of Civil Engineering, teaching elementary and higher surveying, hydraulic, laboratory and engineering drawing. Location preferred West. CE–216.

CORNELL UNIVERSITY; age 36; married. Desires position as Professor of Municipal Engineering. CE–217.

UNIVERSITY OF TEXAS; Cornell University; University of California; age 43; married. Taught applied mathematics, civil engineering, mechanics, and strength of materials. CE–218.

MICHIGAN AGRICULTURAL COLLEGE; age 36; married. Taught concrete, theory and design, buildings and arches, hydraulics, railroads, experimental laboratory, mechanics, plane surveying, mathematics, etc. Location preferred North Central States. CE–219.

UNIVERSITY OF NEBRASKA; age 39; married. Taught hydraulics, water supply, railway engineering, etc. Salary $3 500. CE–220.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY; age 40; married. Has been teaching civil engineering subjects since 1910. Salary $4 000. Location preferred East. CE–221.

LEHIGH UNIVERSITY; New York University; age 54; married. CE–222.

IOWA STATE COLLEGE; age 31; married. Taught structural engineering and mechanics. Present salary $3 600. Location preferred West or Middle West. CE–223.

COLUMBIA UNIVERSITY; age 51; married. Taught civil engineering subjects. Salary $4 800. CE–224.

VANDERBILT UNIVERSITY; married. Taught civil engineering subjects, mathematics. Salary, approximately $4 000. Location preferred Southern States. CE–225.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY; age 41; married. Taught civil and architectural engineering. Salary $6 000. Location preferred East or Pacific Coast. CE–226.

UNIVERSITY OF WISCONSIN; age 39; married. Taught mechanics, hydraulics, mathematics. Salary $3 600. Location preferred West or Middle West. CE–227.

UNIVERSITY OF COLORADO; age 37; single. Taught structural engineering, mechanics, hydraulics and other engineering subjects; eleven years' teaching experience; now Associate Professor. Location United States, Canada, or Australia. CE–228.

UNIVERSITY OF MICHIGAN; University of Iowa; age 39; married. Eight years' teaching experience; mechanics, hydraulics, structures, surveying, railroad engineering and drawing. Salary $4 500. Location preferred Northern States. CE–229.

COLUMBIA UNIVERSITY; College of City of New York; age 51; married. Taught civil engineering and science. CE–230.

UNIVERSITY OF KENTUCKY; age 35; married. Desires position as Professor of Civil Engineering, Highway Engineering, or Engineering Mechanics; at present, Professor in Charge of Civil Engineering. Location United States; prefer Southwest or Central West. CE–231.

RENSSELAER POLYTECHNIC INSTITUTE; age 58; married. Taught hydraulics, water supply, sewerage, roads and pavements. Salary $5 000. CE–232.

UNIVERSITY OF PENNSYLVANIA; age 38; married. Three years' teaching experience. Desires position as Professor or Assistant Professor. CE–233.

OHIO UNIVERSITY; age 36; married. Six years' teaching experience. Desires position as Professor or Assistant Professor of civil engineering subjects. Location preferred Ohio. CE–234.

COLUMBIA UNIVERSITY; College of City of New York; age 37; married. Twelve years' teaching experience. Instructor and Professor in charge of Civil and Mechanical Engineering. Location preferred East. CE–235.

PRINCETON UNIVERSITY; age 49; married. Qualified to teach drawing, descriptive geometry, mechanics, strength of materials, framed structures, surveying, reinforced concrete, steel construction, etc. Salary $3 000 to $4 000. Location United States or Canada. CE–236.

UNIVERSITY OF MINNESOTA; age 51; married. Taught algebra, geometry, trigonometry, etc. Location preferred Pacific Coast or Central West. CE–237.

IOWA STATE COLLEGE; age 43; married. Eleven years' teaching experience. Instructor, Associate Professor and Professor. Desires to change as head of department of civil engineering or highway engineering. Salary $4 500 to $6 000. Location East or South. CE–238.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY; age 39; married. Seven years' teaching experience. Desires position as Assistant Professor of Civil Engineering. Location preferred Eastern United States. CE–239.

LEHIGH UNIVERSITY; age 38; married. Desires position as Instructor or Assistant Professor, any branch of structural engineering. Location preferred Eastern States. CE–240.

UNION COLLEGE; age 39; married. Location preferred New York City or vicinity. CE–241.

UNIVERSITY OF MICHIGAN; age 48; married. Desires position in good college, teaching highway engineering, surveying, or mathematics. Location anywhere except South. CE–242.

WASHINGTON UNIVERSITY; age 49; married. Thirteen years' teaching experience, Assistant Professor and Professor. Location anywhere except extreme South. CE–243.

PENNSYLVANIA STATE COLLEGE; University of Michigan; age 30; single. Taught highway engineering, railway engineering, surveying, testing of materials. Desires position as Professor of Highway Engineering. CE–244.

CORNELL UNIVERSITY; age 47; married. Seven years' teaching experience. CE–245.

UNIVERSITY OF PENNSYLVANIA; age 37; married. Eleven years' teaching experience. Instructor, Assistant Professor and Professor. Desires position as Professor of Civil or Sanitary Engineering, with opportunity for consulting work. Salary $6 000. Location preferred East. CE–246.

UNIVERSITY OF ILLINOIS; University of Pittsburgh; age 45; married. Six years' teaching experience. Location preferred Northeast or Coast. CE-247.

VANDERNAILLEN SCHOOL OF ENGINEERING; age 54; married. Taught surveying, drafting, structural design, reinforced concrete, contracts and specifications. Prefer position as head of Department of Civil Engineering. CE–248.

UNIVERSITY OF MAINE; age 39; married. Desires position as Professor of Civil Engineering or Railway Engineering, teaching hydraulics and railway engineering. Minimum salary $3 600. Location preferred Middle West to Pacific Coast. CE–249.

DARTMOUTH COLLEGE; age 60; married. Twenty-one years' teaching experience, Instructor, Professor, Associate Professor and Dean. Salary $5 000. Location East or Middle West. CE–250.

POLYTECHNIC INSTITUTE, BROOKLYN, N. Y.; age 35; married. Nine years' teaching experience. Desires position as Associate Professor. Minimum salary $3 600. Location preferred East. CE–251.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M., to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

TENTATIVE PROGRAMME FOR MONTHLY SOCIETY MEETINGS

The Publication Committee announces the following tentative programme covering the monthly meetings of the Society prior to the Annual Meeting. It is expected that these meetings will require several sessions—in some cases, morning, afternoon, and evening sessions may be held.

September 7th, 1921.—National Port Problems.
October 5th, 1921.—The Flood Problem; Water Power Development and Stream Control.
November 16th, 1921.—General Conference on Problems in Sanitation.
December 7th, 1921.—General Discussion of Progress Report of Joint Committee on Standard Specifications for Concrete and Reinforced Concrete.*
January 4th, 1922.—The National Housing Problem.

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes of the New York Section are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

RETURN TO FORMER METHOD OF PUBLISHING PAPERS AND DISCUSSIONS

With this issue of *Proceedings*, return is made to the former method of publishing papers and all discussions in the monthly journal instead of in pamphlet form. Inasmuch, however, as the type measure has been changed, it will be impracticable to publish the discussions on papers that have already been printed in the wider measure and published in pamphlets. The discussion of these papers will appear in the next volume of *Transactions*, which it is planned to issue in the fall.

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* See p. 59 of Papers and Discussions.

"TRANSACTIONS" FOR SALE

It is possible to secure a fairly complete set of the *Transactions* of the Society for a very reasonable price as, owing to limited storage space, the Board of Direction has decided to dispose as rapidly as possible of surplus stock.

Some volumes are entirely out of print. Of those available, the following can now be furnished to *members of the Society* for the prices noted:

Vols. 2, 6, 9-10, 15-20, 22, 24-27, 29-42, 44.................. (30 Vols.) $50
" 45, 49-53, Parts A-F of 54, 55-67, 69-70, 72-79.......... (35 ") $50

It is suggested that members wishing these volumes send in their orders promptly, as the supply of certain of them is limited. Requests will be filled in order of receipt.

A deduction of $2 per volume will be made for any volume out of print when the order is received.

FINAL REPORT OF CONFERENCE COMMITTEE

In accordance with the action of the Board of Direction at its meeting held April 26th, 1921, 1 000 copies of the Final Report of the Conference Committee, appointed by the Committee on Development, and representing the Society on the Joint Conference Committee consisting of similar Committees appointed by the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, have been printed and are available for distribution.

Copies may be obtained without charge by addressing Elbert M. Chandler, Acting Secretary, Am. Soc. C. E., 33 West 39th St., New York City.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1921.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper.

All manuscripts submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication and with the paper in the volumes of *Transactions.*

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 36 of the Year Book for 1921.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section (Constitution Approved by Board, 1905).

Frederick R. Muhs, President; Nathan A. Bowers, Secretary-Treasurer, 541 Rialto Building, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section (Constitution Approved by Board, 1909).

A. N. Miller, President; Walter L. Drager, Secretary-Treasurer, 412 Tramway Building, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section (Constitution Approved by Board, 1912).

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the second Tuesday of each month, at 1.00 P. M., at the Daffodil Tea Room, to which visiting members of the Society are welcome.

Baltimore Section (Constitution Approved by Board, 1914).

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section (Constitution Approved by Board, 1921).

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section (Constitution Approved by Board, 1921).

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Meetings are held at the rooms of the Engineers' Club of Columbus in the Southern Hotel. The Annual Meeting is held on the second Friday of November and at least two other meetings are held each year the dates of which are designated by the Board of Direction of the Section.

Cincinnati Section (Constitution Approved by Board, 1920).

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 13 East Third Street, Cincinnati, Ohio.

Cleveland Section (Constitution Approved by Board, 1915).

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the rooms of the Section, Hotel Winton. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section (Constitution Approved by Board, 1919).

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section (Constitution Approved by Board, 1916).

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section (Constitution Approved by Board, 1916).

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 2001 Sixteenth Street, N. W., Washington, D. C.

Duluth Section (Constitution Approved by Board, 1917).

John L. Pickles, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section (Constitution Approved by Board, 1916).

Charles B. Burdick, President; W. D. Gerber, Secretary-Treasurer, 913 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section (Constitution Approved by Board, 1920).

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Los Angeles Section (Constitution Approved by Board, 1913).

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Louisiana Section (Constitution Approved by Board, 1914).

Ole K. Olsen, President; F. A. Muth, Secretary, 224 Custom House Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nashville Section (Constitution Approved by Board, 1921).

Arthur J. Dyer, President; Granbery Jackson, Secretary-Treasurer, 220 Capitol Boulevard, Nashville, Tenn.

Nebraska Section (Constitution Approved by Board, 1917).

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section (Constitution Approved by Board, 1920).

Nelson P. Lewis, President; J. P. J. Williams, Secretary, 33 West 39th Street, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section (Constitution Approved by Board, 1914).

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Ave., St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Oklahoma Section (Constitution Approved by Board, 1920).

H. V. Hinckley, President; R. E. Brownell, Secretary-Treasurer, 401 First National Bank Building, Oklahoma, Okla.

Philadelphia Section (Constitution Approved by Board, 1913).

John Meigs, President; S. C. Hollister, Secretary, 1200 Land Title Building, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held at times announced in advance.

Pittsburgh Section (Constitution Approved by Board, 1918).

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 1510 Carson Street, Pittsburgh, Pa.

Portland (Ore.) Section (Constitution Approved by Board, 1913).

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held regularly on the third Friday of each month. All members of the Society in any grade are cordially invited to attend.

Providence, (R. I.) Section (Constitution Approved by Board, 1920).

Sydney Wilmot, Chairman; Robert L. Bowen, Secretary-Treasurer, 26 Sycamore Street, Providence, R. I.

The Section regularly holds meetings jointly with the Structural and Municipal Sections of the Providence Engineering Society, at the Society Rooms, 29 Waterman Street, on the fourth Tuesday of each month, from September to May. The Annual Meeting is held in May. All visiting members of the Society are cordially invited to attend these meetings.

St. Louis Section (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section (Constitution Approved by Board, 1915).

George Cromwell, President; R. C. Wueste, Secretary-Treasurer, Bonita, Cal.

The San Diego Section of the American Society of Civil Engineers meets on announcement. Pilgrimages to points of engineering interest are made at intervals throughout the year.

Seattle Section (Constitution Approved by Board, 1913).

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1319 L. C. Smith Building, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Spokane Section (Constitution Approved by Board, 1914).

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Meetings are held on the second Friday of each month. These meetings are noonday luncheons at Davenport's, and all visiting members of the Society are invited to attend.

Texas Section (Constitution Approved by Board, 1913).

J. H. Brillhart, President; E. N. Noyes, Secretary, 311 Deere Building, Dallas, Tex.

Utah Section (Constitution Approved by Board, 1916).

W. R. Armstrong, President, H. S. Kleinschmidt, Secretary-Treasurer, 222 Felt Building, Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the Secretary.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Leland Stanford, Jr., University Student Chapter, Organized 1920.

R. L. Wing, President; John H. Colton, Corresponding Secretary, Box 121, Stanford, Cal.

Alabama Polytechnic Institute Student Chapter, Organized 1921.

Alfred D. Boyd, Secretary, Alabama Polytechnic Institute, Auburn, Ala.

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

Clinton H. Wood, President; H. J. Miller, Secretary of Section I; Alvord C. Stutson, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

California Institute of Technology Student Chapter, Organized 1921.

J. Arthur Macdonald, Secretary, California Institute of Technology, Pasadena, Cal.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

E. C. Larson, President; T. W. Broughton, Secretary, 2165 Fourteenth Street, Troy, N. Y.

Cornell University Student Chapter, Organized 1921.

John J. Chavanne, Jr., Secretary, Cornell University, Ithaca, N. Y.

Drexel Institute Student Chapter, Organized 1920.

Miles N. Clair, Chairman; Raymond Radbill, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Johns Hopkins University Student Chapter, Organized 1921.

Eric M. Arndt, President; Melvin E. Scheidt, Secretary, Box 566, Homewood, Baltimore, Md.

Massachusetts Institute of Technology Student Chapter, Organized 1921.

D. H. McCreery, President; T. S. Wray, Secretary, Massachusetts Institute of Technology, Cambridge, Mass.

New York University Student Chapter, Organized 1921.

William J. Kiehnle, President; George H. Martin, Jr., Secretary, New York University, University Heights, New York City.

Oregon State Agricultural College Student Chapter, Organized 1921.

John B. Alexander, Secretary, Omega Upsilon House, Oregon State Agricultural College, Corvallis, Ore.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

Polytechnic Institute of Brooklyn Student Chapter, Organized 1921.

Richard Kanegsberg, Secretary, Polytechnic Institute of Brooklyn, Brooklyn, N. Y.

Purdue University Student Chapter, Organized 1921.

Donald A. Leach, President, 208 Fowler Avenue, West Lafayette, Ind.

Rose Polytechnic Institute Student Chapter, Organized 1921.

Kenneth L. De Blois, President; Duncan Baker, Secretary, 1606 North 8th Street, Terre Haute, Ind.

Rutgers College Student Chapter, Organized 1921.

Arthur E. Hilliard, Secretary, Winants Hall, Rutgers College, New Brunswick, N. J.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

Swarthmore College Student Chapter, Organized 1921.

Edward E. Bartleson, Secretary, Swarthmore College, Swarthmore, Pa.

Syracuse University Student Chapter, Organized 1921.

Arthur V. Dollard, Secretary, College of Applied Science, Syracuse University, Syracuse, N. Y.

University of Colorado Civil Engineering Society Student Chapter, Organized 1920.

W. C. Peterson, President; D. H. McNeal, Secretary, 1205 Thirteenth Street, Boulder, Colo.

University of Illinois Student Chapter, Organized 1921.

A. L. R. Sanders, President; M. E. Jansson, Secretary, University of Illinois, Urbana, Ill.

University of Kansas Student Chapter, Organized 1921.

B. C. Judkins, President; Seth P. Kingman, Secretary, 1125 Kentucky Street, Lawrence, Kans.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Maine Student Chapter, Organized 1921.

George H. Ferguson, Jr., Secretary, University of Maine, Orono, Me.

University of Pennsylvania Student Chapter, Organized 1920.

Charles W. Foppert, President; Fred Welchy, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

W. E. Marshall, President; Paul H. Young, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

W. H. D. Taylor, President; Phil M. Ferguson, Secretary, 511 West 19th Street, Austin, Tex.

University of Washington Student Chapter, Organized 1921.

G. B. Richardson, President; Grace Eugenie Morrill, Secretary, University of Washington, Seattle, Wash.

University of Wisconsin Student Chapter, Organized 1921.

Herbert Wheaton, President; Olaf N. Rove, Secretary, University of Wisconsin, Madison, Wis.

Virginia Military Institute Student Chapter, Organized 1921.

Benjamin F. Parrott, Secretary, Virginia Military Institute, Lexington, Va.

Washington University Collimation Club Student Chapter, Organized 1920.

William D. Rolfe, President; Erwin Bloss, Secretary, Washington University, St. Louis, Mo.

Yale University Student Chapter, Organized 1921.

W. G. Geile, President; P. W. Thompson, Secretary, Winchester Hall, New Haven, Conn.

MINUTES OF MEETINGS OF SPECIAL COMMITTEES TO REPORT UPON ENGINEERING SUBJECTS

Special Committee to Codify Present Practice on the Bearing Value of Soils for Foundations, Etc.

May 13th, 1921.—The meeting was called to order at the Headquarters of the Society, 33 West 39th Street, New York City, at 3 P. M. Present, Robert A. Cummings (Chairman), E. G. Haines, Allen Hazen, James C. Meem, and Walter J. Douglas (Secretary).

The minutes of the previous meeting were approved.

A letter was received from the Board of Direction advising that $2 000 had been appropriated for the use of the Committee for the remainder of 1921. This amount was distributed as follows: $500 for the revision and reissue of Circular No. 1, etc., and $1 000 to Iowa State College, through Dean Anson Marston, M. Am. Soc. C. E., for the services and expenses of Professor John H. Griffith, M. Am. Soc. C. E., the balance to be expended for the work by the U. S. Bureau of Standards. On motion, duly seconded, the Chairman was instructed to convey the appreciation and thanks of the Committee to the Board of Direction for this, the first, financial encouragement received for several years.

The form of co-operation with the Committee by the Iowa State College and the U. S. Bureau of Standards was discussed.

A programme proposed by the Director of the U. S. Bureau of Public Roads was considered, and the Chairman was instructed to confer with the Director as to a joint programme.

Suggestions for filling the vacancies on the Committee were considered, but action was deferred.

A report from Eugene E. Halmos, M. Am. Soc. C. E., reviewing the proposal "to take Rankine's work as a starting point and deduct some general formula from the recent work of experimenters", was discussed by Mr. Haines.

Discussions on the Progress Reports of the Committee were received from Professor E. G. Cocker and A. L. Bell, Members, Inst. C. E., and F. N. Menefee, Assoc. M. Am. Soc. C. E.

On motion, duly seconded, Messrs. Haines and Meem were appointed a Committee to Revise Circular No. 1 and issue a questionnaire to include references to settlement, subsidence, etc.

The Chairman announced that John F. Coleman, M. Am. Soc. C. E., had volunteered to undertake a pressure and subsidence test on a new hydraulic fill at New Orleans, La.

A communication was also received from Harry E. Squire, Assoc. M. Am. Soc. C. E., Assistant Harbor Engineer, San Francisco, Cal., giving the results of shearing and other tests conducted by the Engineering Department in San Francisco Harbor.

On motion, duly seconded, the Committee adjourned to meet on June 8th, 1921.

Special Committee on Specification for Bridge Design and Construction.

May 23d, 1921.—The meeting was called to order at 10 A. M., at the Hotel Statler, Cleveland, Ohio. Present, H. B. Seaman (Chairman), J. E. Greiner, C. W. Hudson, M. S. Ketchum, B. R. Leffler, A. F. Robinson, E. F. Turneaure, J. R. Worcester, and H. C. Baird (Secretary).

After an informal discussion on the size of the Committee, on motion, duly seconded, it was decided to hold, in the near future, a special meeting at which invited representatives of other organizations may join in a thorough discussion with the Committee before the submission of the finished specification to the Society.

There was an informal discussion on Bearing Values of Soils and Working Values of Concrete and Wood Piles, and Mr. Robinson, at the request of the Chairman, promised to obtain copies of recent tests of piles driven in soft material which had come under his observation.

The Chairman addressed the meeting urging the Committee to make as much progress as possible in view of the desirability of submitting a Specification for Steel Bridges at an early date.

Mr. Greiner submitted a discussion on Material Specifications, and the subject of Materials for Ordinary Stationary Bridges was discussed.

On motion, duly seconded, action on Materials for Movable Bridges was deferred, pending the report of the Committee of the American Railway Engineering Association on that subject to be issued shortly.

On motion, duly seconded, it was decided to include Specifications for Nickel Steel with those for Structural Steel when the latter were re-submitted for further action by Mr. Greiner.

Recess was taken until 1.45 P. M.

The Committee reconvened at 1.45 P. M., with the same attendance as in the morning.

The session was devoted to a tentative discussion by Mr. Robinson on Workmanship. On motion, duly seconded, the Secretary was instructed to forward a copy of this discussion to Mr. Robinson in order that the modifications and additions adopted by the Committee could be added thereto and returned to the Committee for further discussion.

Recess was taken until 8 P. M.

The Committee reconvened at 8 P. M., with the same attendance as in the morning.

The session was devoted to a consideration of the subject of Live Loads for Railway Bridges, as presented by Professor Turneaure, with special attention to Impact.

Recess was taken at 11.10 P. M., until 9 A. M., May 24th, 1921.

May 24th, 1921.—The Committee reconvened at 9 A. M., at the Statler Hotel. Present, H. B. Seaman (Chairman), J. E. Greiner, C. W. Hudson, M. S. Ketchum, B. R. Leffler, A. F. Robinson, E. F. Turneaure, J. R. Worcester, and H. C. Baird (Secretary).

After a general discussion of the subject of Impact, Professor Hudson was requested by the Chairman to prepare a brief on the subject to be submitted to the Committee for study before final action was taken thereon.

Professor Ketchum presented a discussion on Highway Bridge Loading and Impact, and, on motion, duly seconded, final action was taken by the Committee on Concentrated Truck Loads, Uniformly Distributed Loads, and Sidewalk Loads.

On motion, duly seconded, the Electric Railway Loading, used by Mr. Greiner in his standard specification, was adopted tentatively, and action was also taken on Impact and Limitation of Loadings for Highway and Electric Railway Bridges.

Recess was taken until 1.25 P. M.

The Committee reconvened at 1.25 P. M., with the same attendance as in the morning.

Discussion on the subject of Highway Bridge Loading was continued. On motion, duly seconded, action on the Distribution of Live Loads on Highway Stringers was deferred until the subject of Concrete Bridges comes before the Committee at a future meeting.

Mr. Leffler presented a discussion on Unit Stresses. On motion, duly seconded, the Committee tentatively adopted unit stresses for Structural Steel

and Cast Steel and Bearing Stresses on Granite, Sandstone, Limestone, and Concrete.

After discussion on Secondary Stresses and Column Stresses and Overload, the Committee, on motion, duly seconded, adopted tentative clauses for insertion in a draft of Steel Bridge Specifications to be submitted for final action.

The subject of Details of Design was discussed and on motion, duly seconded, the Committee adopted such clauses as would be required to enable the Secretary to formulate a draft to be sent, with other matter, for study to members of the Committee pending final action.

Adjourned at 5 P. M., to meet at the call of the Chair, possibly in September, 1921.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 48, 49, and 50 of the Year Book of the Society for 1921.

NEW BOOKS*

(From May 1st to July 30th, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

ELECTRICAL MACHINERY.

By F. A. Annett. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 431 pp., illus., 8 x 5 in., cloth. $3.00.

This course of study in industrial electricity is intended for home students and men engaged in the practical operation of electrical machinery. The author has made a special effort to present the subject in such a way that the student will avoid the difficulties which frequently occur in comprehending certain elementary laws, and to have all problems deal with things that occur in daily work. Much of the text has appeared in *Power,* as part of a series of articles entitled "The Electrical Study Course".

SMALL MOTORS, TRANSFORMERS, ELECTROMAGNETS.

By H. M. Stoller, F. E. Austin, E. W. Seeger. Chic., American Technical Society, 1920. 320 pp., illus., 8 x 6 in., cloth. $3.00.

The first section of this book discusses small motors, automobile starting motors and charging generators, and farm lighting outfits. The practice of the Western Electric Company in designing small motors is described, and instruction is given in rewinding small direct and alternating-current motors to change their characteristics. Typical designs are given for direct-current motors of all standard voltages, ranging from 0.01 to 0.5 h. p. in size, and for alternating-current induction motors from 0.125 to 0.5 h. p. in size. The second section, on small low-tension and high-tension transformers, treats of those which will transform from 110 to 220 volts and down to the lower voltages. The instruments described include a 10 000-volt, a 2 200-volt, a 10-volt, and a 22-volt transformer. The concluding section includes typical designs of electro-magnets for direct and alternating-current work and induction coils. Flat-plunger, cone-plunger, horseshoe and clapper electro-magnets and portative magnets are considered.

AN INTRODUCTION TO TECHINCAL ELECTRICITY.

By S. G. Starling. (Macmillan's Life and Work Series.) Lond., Macmillan and Co., Ltd., 1921. 181 pp., illus., 7 x 5 in., cloth. $2.00. (Gift of The Macmillan Co., N. Y.)

This elementary textbook is addressed to students who require instruction in electricity of a practical kind, closely related to actual practice. It is intended for use for vocational instruction in elementary and continuation schools.

WIRELESS TELEGRAPHY WITH SPECIAL REFERENCE TO THE QUENCHED-SPARK

System. By Bernard Leggett. (The Directly Useful Technical Series.) N. Y., E. P. Dutton & Co., 1921. 485 pp., pl., illus., 9 x 6 in., cloth. $12.00.

Although the quenched-spark system and the original Telefunken system have been extensively adopted in America, Australia, Asia, and Germany, there is, the author states, no book in English which gives more than a mere outline of them, and much of the apparatus has never been illustrated and described in English. This volume is intended to fill the gap by providing a treatise on radiotelegraphy in which particular attention is given to the quenched-spark system. Bibliographies are appended to many chapters.

PRINCIPLES OF RADIO COMMUNICATION.

By J. H. Morecroft, Assisted by A. Pinto and W. A. Curry. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 935 pp., illus., diagrams, 9 x 6 in., cloth. $7.50.

The opening chapters of this treatise discuss the ordinary laws of continuous and alternating-current circuits, the transient conditions that continually occur in them, and the peculiarities in the behavior of circuits when excited by the high frequencies of radio work. Succeeding chapters cover each important phase of radio art; spark telegraphy, vacuum tubes, continuous-wave telegraphy, radio telephony, antennæ and radiation, wave meters, and amplifiers. A considerable portion of the text is devoted to the theory and behavior of the thermionic three-electrode tube. The final chapter gives a short course of elementary experiments for laboratory use. The book is intended as a textbook for college students especially interested in its subject.

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* Unless otherwise specified, books in this list have been donated by the publishers.

THE THIRD POWER KINK BOOK.

Compiled by the Editorial Staff of *Power*. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 264 pp., illus., 9 x 6 in., cloth. $1.50.

A collection of about three hundred unconventional but practical ways of meeting power-plant emergencies, of the kind that arise in operation and in repair work.

TELEPHOTOGRAPHY.

By Cyril F. Lan-Davis. Second Edition, by L. B. Booth. Lond., George Routledge & Sons, Ltd.; N. Y., E. P. Dutton & Co., 1921. 116 pp., illus., pl., 7 x 5 in., cloth. $2.00.

The book expounds the theory of telephotography, describes the commercial lenses and gives the practical methods in careful detail. The various applications are fully illustrated.

NATIONAL ELECTRICAL SAFETY CODE.

Issued by the U. S. Bureau of Standards. (Handbook Series No. 3.) Third Edition. Wash., Govt. Printing Office, 1921. 366 pp., 8 x 5 in., cloth. 40 cents.

About four years ago the Bureau of Standards published the completed text of this Code for examination and trial use, an early revision being contemplated. War conditions interfered with this trial, so that the publication of a new edition has been greatly delayed. The revision is now completed and the revised code is published in this handbook for more convenient use. The discussion of the rules has been segregated under a separate cover so as to reduce the bulk of the main volume, and will appear as Bureau of Standards Handbook No. 4, now in press.

DIE SYMBOLISCHE METHODE ZUR LÖSUNG VON WECHSELSTROMAUFGABEN.

By Hugo Ring. Berlin, Julius Springer, 1921. 51 pp., 9 x 6 in., paper. 12 marks.

The symbolic method for the solution of alternating-current calculations has not had the adoption that, in this author's opinion, it deserves. He has prepared therefore this brief monograph to explain the method and to show its possibilities by practical illustrations of its application to the calculations usually needed by engineers engaged in heavy current work.

DIE BERECHNUNG ELEKTRISCHER LEITUNGSNETZE IN THEORIE UND PRAXIS.

By Josef Herzog and Clarence Feldmann. Dritte Auflage. Berlin, Julius Springer, 1921. 731 pp., diagrams, 9 x 6 in.

The third edition of this thorough treatise on conducting networks has been thoroughly revised and enlarged, so that the treatment is both more extensive and more intensive than before. The book is a systematic theoretical and practical discussion of the subject, from the simplest conducting systems to the distribution of current and pressure in long conductors. Bibliographies are appended to the various chapters.

HILFSBUCH FÜR DIE ELEKTROTECHNIK.

By Karl Strecker. Neunte Auflage. Berlin, Julius Springer, 1921. 662 pp., illus., 8 x 5 in., cloth. 70 marks.

The ninth edition of this handbook, the first in eight years, follows the lines of earlier editions, but has been thoroughly revised and largely rewritten. Considerations of cost have caused the omission of those sections devoted to weak-current engineering, primary cells, electric igniting, and similar topics, so that the book is now concerned only with heavy-current work. Like earlier editions, this one contains numerous useful references to the important literature on various subjects.

LEHRGANG DER SCHALTUNGSSCHEMATA ELEKTRISCHER STARKSTROM=ANLAGEN.

By J. Teichmüller. Band 1: Schaltungsschemata für Gleichstromanlagen. Zweite Auflage. München und Berlin, R. Oldenbourg, 1921. 131 pp., diagrams, 12 x 9 in., boards. 60 marks.

This work comprises diagrams of wiring and connection diagrams for direct-current generating stations of many kinds, accompanied by explanatory notes. The schemes shown include wiring for plants with and without storage batteries, voltage regulation, three-wire systems, stations for light and power, substations, and measuring instruments. The wiring plans of a number of German central stations for general and special purposes are also given.

DIE HOCHSPANNUNGS=GLEICHSTROMMASCHINE.

By A. Bolliger. Berlin, Julius Springer, 1921. 82 pp., diagrams, 10 x 6 in., paper. 18 marks.

The development of the direct-current power system, so extensive in the earlier period, but less important since its replacement about 1890 by the alternating-current system, is now, the author believes, entering a new epoch where it will again be the more important, chiefly on account of the electrification of railroads. To use it economically, however, considerably higher working voltages must be attained. The present monograph is devoted to

a new machine for generating high-tension direct currents, which has been developed by the author and tested experimentally. This machine combines certain elements of a machine with mechanical commutation and one with rectifiers of the electrical valve type. The theory of the machine is given in detail, its construction described, and the results of tests are presented.

DIE TRANSFORMATOREN.

By Milan Vidmar. Berlin, Julius Springer, 1921. 702 pp., illus., 10 x 6 in., paper. 110 marks.

This extensive treatise discusses the theory and practice of transformer construction, on the basis of many years' experience. Numerous examples, taken from actual installations, are included. Contents: Der Eisenkern; Die Wicklungen; Das Gestell des Transformators; Die Erwärmung des Transformators; Die Probleme des Transformatorenbaues; Der Preis und der Wirkungsgrad; Der Preis und die Hauptabmessungen; Der Kleintransformator; Der Trockentransformator; Der Oeltransformator; Der Grosstransformator mit Wasserkühlung; Die Parallelschaltung von Transformatoren; Das Transformieren der Phasenzahl; Die Messungen des Transformatorenbaues.

TOOL AND MACHINE SETTING.

By Philip Gates. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 93 pp., illus., 7 x 4 in., boards. $1.00.

This is a practical handbook for those whose duty it is actually to set the tools used in producing interchangeable work and to attend to them when the machines are running.

HANDBOOK OF STANDARD DETAILS FOR ENGINEERS, DRAFTSMEN, AND STUDENTS.

By Charles H. Hughes. N. Y. and Lond., D. Appleton and Co., 1921. 312 pp., tab., diagrams, 7 x 5 in., cloth. $6.00.

The book is a compilation, in a volume of convenient size, of drawings, tables, and formulas of standard details. Included among these are fastenings of various kinds, shafting, clutches, collars, bearings, gearing and other parts of power transmissions; pipes, tubes and fittings; rope and chain fittings; structural and miscellaneous details. Much of the material has been furnished by American machine-tool manufacturers and represents their practice. The work is intended for engineers, draftsmen, etc.

SHEET METAL DRAFTING.

By Ellsworth M. Longfield. (Industrial Education Series.) N. Y. and Lond., McGraw-Hill Book Company, Inc., 1921. 236 pp., illus., 9 x 6 in., cloth. $2.25.

This text was prepared especially for correspondence-study instruction in the Extension Division of the University of Wisconsin. It is also adapted as a textbook for vocational schools. The underlying principles of sheet metal pattern drafting are presented, the principles being arranged in sequence with due regard to the factors governing the student's progress through a course of instruction.

OIL FUEL.

By Edward Butler. Fourth Edition. Lond., Charles Griffin & Co., Ltd.; Phila., J. B. Lippincott Co., 1921. 310 pp., illus., 8 x 5 in., cloth. $3.75.

This book is intended as an exhaustively and systematically classified record of the developments and progress in the application of oil fuel for all steam raising, metallurgical, and other purposes, except internal combustion engines, for which liquid fuel can be used successfully. The present edition has been thoroughly revised and much enlarged.

GASOLINE AND OTHER MOTOR FUELS.

By Carleton Ellis and Joseph V. Meigs. N. Y., D. Van Nostrand Co., 1921. 709 pp., diagrams, 9 x 6 in., cloth. $10.00.

The authors of this work have endeavored to prepare a substantially complete survey of the field, which would include a description of practically every process of making gasoline and of most other motor fuels of prominence or promises. The chief fuels considered are gasoline, benzene, alcohol, and shale and asphalt oils. Much attention has been given to patent literature.

LUBRICATING AND ALLIED OILS.

By Elliott A. Evans. (The Directly-Useful Technical Series.) N. Y., E. P. Dutton & Co., 1921. 128 pp., illus., 9 x 6 in., cloth. $4.00.

This handbook describes the chemical and physical tests commonly used for determining the properties of a lubricating oil, and discusses those branches of the subject which are of interest. The book is intended to assist chemists in compiling specifications and examining lubricating oils, and to give engineers an insight into the properties and applications of such oils, and the interpretation of specifications.

THE AIRCRAFT HANDBOOK.

By Fred H. and Henry F. Colvin. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 415 pp., illus., 8 x 5 in., cloth. $4.00.

This work was first published in 1918 under the title, "The Aircraft Mechanics' Handbook" and was intended to meet the wartime need for a book for airplane mechanics. It has now been thoroughly revised, and increased in scope to meet the needs occasioned by the development of commercial aviation. The book is intended to give a good general knowledge of the principles involved in the design of airplanes and their motors, without describing details, and to show how both planes and motors are assembled, cared for, and repaired.

DIE FORMSTOFFE DER EISEN- UND STAHLGIESSEREI.

By Carl Irresberger. Berlin, Julius Springer, 1921. 245 pp., illus., 10 x 6 in., paper. 24 marks.

An extensive treatise on moulding sands and their preparation for use in iron and steel founding. The occurrence of suitable sands, clays, and loams, their mineralogical formations, properties, and the methods of testing are described and the added materials, core binders, and facings are discussed. Approximately one-half of the volume is devoted to the questions of drying, grinding, and mixing moulding sands, the purification of used sand, automatic sand-mixers, etc.

AUTOMATEN.

By Ph. Kelle. Berlin, Julius Springer, 1921. 426 pp., illus., 9 x 6 in., cloth. 144 marks.

This work treats of automatic and semi-automatic lathes, screw-machines, and similar machine tools. The text first explains the various systems of automatic machinery, and follows this by a detailed discussion of such special parts as driving mechanisms, work-holders, feeding devices, gearing, and turret heads. Machines and appliances for special classes of work are also described. The volume is thoroughly illustrated with drawings and photographs of modern German tools.

AUTOMOBILTECHNISCHES HANDBUCH.

By Richard Bussien. Zehnte Auflage. Berlin, M. Krayn, 1921. 1194 pp., illus., 7 x 5 in., cloth. $2.00.

This pocket-book of automotive engineering is intended primarily for designers and builders, for whom it provides the formulas, technical data, standards, and other information usually needed, in convenient form. The first division of the book is given over to general subjects, such as the properties of materials, engine fuels, lubricants, standards, gearing, and chain drives. The second division takes up in detail the calculations of mechanical traction, the organs of power transmission, motors, speedometers, electric lighting, and starting apparatus, accounting, motor-boats, motor plows, fire engines, etc. This edition has been carefully revised.

DIE DRAHTSEILBAHNEN.

By P. Stephan. Dritte Auflage. Berlin, Julius Springer, 1921. 459 pp., illus., 9 x 6 in., cloth. 150 marks.

This work is presented as a complete treatise on wire ropeways. The first chapter is devoted to a historical account of their development. This is followed by a description of the various details, such as cables, towers, cars and buckets, landing stations, and protective devices. Chapter III gives examples of the use of ropeways for transportation in mountainous lands, for river crossings, and as conveyors in various industries, while Chapter IV presents the various types. Chapter VI discusses the economic aspects of the subject and legislation. The closing chapter considers erection and operation.

DIE STEUERUNGEN DER DAMPFMASCHINEN.

By Heinrich Dubbel. Zweite Auflage. Berlin, Julius Springer, 1921. 384 pp., illus., 9 x 6 in., cloth. 69 marks.

This is a treatise on the theory and design of valve and reversion gears for reciprocating steam engines, for the use of designers. The discussion is confined chiefly to the modern forms that have been introduced to meet the demands of high steam pressures and increased speeds, and the competition of steam turbines and gas engines. Matter which is only of historical interest has been omitted, but full attention is given to gearing of the types which have proved best fitted to modern requirements. The discussion of reversing gears includes material on locomotives, rolling-mill, and hoisting engines.

THE ELECTRO-DEPOSITION OF COPPER, AND ITS INDUSTRIAL APPLICATIONS.

By Claude W. Denny. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 108 pp., illus., 7 x 4 in., boards. $1.00.

The object of this small book is to touch on the principles of electro-deposition from a practical point of view, and to give special attention to the rapid strides made during the last five or six years, owing to the shortage of copper, and as an adjunct to existing methods of manufacture.

THE CASE-HARDENING OF STEEL.

By Harry Brearley. Second Edition. Lond. and N. Y., Longmans, Green & Co., 1921. 207 pp., illus., 9 x 6 in., cloth. $6.00.

This work, which first appeared in 1914, has been out of print for some years. It is intended for those actively engaged in the commercial manufacture of case-hardened objects, and for this reason is arranged to appeal to the workshop experiences and observation of craftsmen.

FOUNDRYWORK.

By Ben Shaw and James Edgar. (Pitman's Technical Primers.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 115 pp., illus., 6 x 4 in., boards. $1.00.

This little book is intended to supply engineers responsible for the design of machines that involve castings with some knowledge of the fundamental principles applied to their production in the foundry, in order that the difficulties involved in the casting of intricate forms may be understood by the designer and avoided in the design when possible.

APPLIED ELECTROCHEMISTRY AND METALLURGY.

By Charles F. Burgess, H. B. Pulsifer, and B. B. Freud. Chic., American Technical Society, 1920. 198 pp., illus., 8 x 6 in., cloth. $2.50.

This volume is intended for the beginner or the reader desiring a concise summary of the most important commercial processes. The electrochemical section treats of such applications of electricity as electric furnaces, electro-plating, the electrolytic refining of metals, and electrical discharges in gases The metallurgical section reviews the customary practice in the metallurgy of iron, copper, lead, zinc, and gold.

THE OPEN HEARTH; ITS RELATION TO THE STEEL INDUSTRY,

Its Design and Operation. Cleveland, Ohio, The Wellman-Seaver-Morgan Co., 1920. 378 pp., illus., 11 x 9 in., cloth. $7.50. (Sold by U. P. C. Book Co., Inc., N. Y.)

This is a practical book on the design and construction of the open-hearth furnace, and on its use in modern steel-making. The methods of working, the gas producers, metal mixers, charging machines, and other auxiliaries are described, so that the volume forms a complete, though brief account of open-hearth practice, very fully illustrated by drawings, half-tones, and tables of data.

DIE SCHWIMMAUFBEREITUNG DER ERZE.

By Paul Vageler. Dresden and Leipzig, Theodor Steinkopff, 1921. 98 pp., 9 x 6 in., paper. 80 cents.

This monograph is a brief exposition of the flotation process intended as a practical handbook for mill operators. It is based, the author says, on a review of the literature, personal study of the process in operation during two years of confinement as a war prisoner in Southwest Africa, and an experimental investigation of the theory carried out at the Charlottenburg Technical High School.

DIE PRAKTISCHE NUTZANWENDUNG DER PRÜFUNG DES EISENS

Durch Ätzverfahren und mit Hilfe des Mikroskopes. By E. Preuss. Zweite Auflage. Berlin, Julius Springer, 1921. 124 pp., illus., 9 x 6 in., paper. 14 marks.

The present book is intended as a guide in the practical use of microscopic methods of testing the quality of iron, of sufficient scope to meet the ordinary needs of steel-works metallurgists, and testing engineers. The methods of etching and polishing are given, and the useful tests for determining structure, controlling heating, tempering, etc., are described.

TRAITÉ DE BALISTIQUE EXTÉRIEURE:

Tome 1. By P. Charbonnier. Paris, Gauthier-Villars et Cie., 1921. 637 pp., diagrams, 10 x 6 in., paper. 75 francs.

This is the first of the six volumes in which it is proposed to publish Charbonnier's treatise on external ballistics to which the Poncelet Prize was awarded by the French Institute in 1919. The author has planned, at this favorable time, a complete treatise, embracing everything relating to the science, methodically classified and treated in detail, suited to the needs of students of its theory and of practical artillerymen. His book, therefore, is a summary of our knowledge at the close of the great war. The present volume, intended as an introduction to the subject, is divided into two parts. The first is a discussion of the three limiting cases of the ballistic problem, motion in a vacuum and rectilinear motion and vertical motion in a resisting medium. The second considers the general theorems of ballistics, and includes the general properties of atmospheric trajectories and the application of analysis to the ballistic problem.

MINE RESCUE WORK AND ORGANIZATION.

By H. F. Bulman and Frederick P. Mills. Lond., Crosby Lockwood & Son, 1921. 171 pp., front., illus., 9 x 6 in., cloth. 12s.

This is a ready reference work on the general state of knowledge of rescue work, and on the organization and work of rescue brigades. It discusses the selection and training of the men, the varieties of breathing apparatus, smoke helmets, and other appliances used, and the design and equipment of rescue stations.

OIL LAND DEVELOPMENT AND VALUATION.

By R. P. McLaughlin. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 196 pp., charts, diagrams, 7 x 5 in., cloth. $3.00.

The object of this book is to outline the steps necessary for the full and proper development of lands that have already been determined to be oil-bearing. The author discusses the development programme, drilling wells, assembling information on underground conditions, oil production, repairing, deepening, and abandoning wells and the value of oil land.

FIELD MAPPING FOR THE OIL GEOLOGIST.

By C. A. Warner. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 145 pp., illus., tab., 7 x 4 in., cloth. $2.50.

The specific purpose of this volume is to provide geologists who have had little experience with the methods used in examining an undrilled territory, with a handbook of field methods. It does not attempt to treat thoroughly all the subjects that might be considered under its title, but considers only the more important phases of field mapping, such as the study of field conditions, the value and interpretation of maps, and field mapping methods and instruments. A collection of tables is included. The author's object has been to give a general knowledge of the more important principles, as a foundation for detailed work in any particular area.

THE GEOLOGY OF THE BRITISH EMPIRE.

By F. R. C. Reed. Lond., Edward Arnold, 1921. 480 pp., maps, 9 x 6 in., cloth. $14.00. (Gift of Longmans, Green & Co.)

Apart from certain standard works on the geology of India, South Africa, New Zealand, and a few other countries, most of the literature on the various parts of the British Empire exists only, in scattered form, in scientific journals and Government memoirs, frequently difficult of access or highly technical in character. The present volume supplies the need for a summary account of the subject, suitable for students and general reference purposes. References are included to the important papers on each country. The book covers the British Empire, except the British Isles themselves.

ELEMENTS OF ENGINEERING GEOLOGY.

By H. Ries and Thomas L. Watson. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 365 pp., illus., maps, 9 x 6 in., cloth. $3.75.

This book, a text for a briefer course than that presented in "Engineering Geology", has been prepared in recognition of the importance of geology to engineers in all lines. It is more than a condensation and simplification of the larger work, since it has involved complete rewriting of many parts and the amplification of ohers. An attempt has been made to emphasize the practical application of the subjects treated to engineering work.

THE NOMENCLATURE OF PETROLOGY.

By Arthur Holmes. Lond., Thos. Murby & Co.; N. Y., D. Van Nostrand Co., 1920. 284 pp., 7 x 5 in., cloth. $3.50.

This glossary includes not only terms used to describe rocks, structural and textual features, modes of occurrence, and processes, but also a selection of those associated with petrographic methods. Each term is carefully defined and references to the literature have been appended to many items. Appendices giving French, German, Greek, and Latin words, and classification tables are included. The book will be found useful by students of petrological literature.

THE SCIENTIFIC PAPERS OF BERTRAM HOPKINSON.

Collected and Arranged by Sir J. Alfred Ewing and Sir Joseph Larmor. Cambridge, University Press, 1921. 480 pp., port., pl., diagrams, tab., 11 x 7 in., cloth. $20.00. (Gift of The Macmillan Co., N. Y.)

This memorial collection of Professor Hopkinson's writings includes all those that the editors consider of permanent importance, the omissions being either publications of transient interest or others adequately represented by papers included in the collection. These papers may be grouped roughly under a few general heads. Two papers, written in conjunction with Sir R. A. Hadfield, describe researches on the magnetic properties of iron and its alloys. Another group of papers deals with the elastic properties of steel and other metals and with elastic hysteresis. A third group discusses various researches on gas engine phenomena, including heat flow and temperature distribution, and gaseous explosions. The remaining papers deal with the dynamics of explosions from a different point of view.

ELEMENTARY PRINCIPLES OF CHEMISTRY.

By Raymond B. Brownlee and Others. N. Y., etc., Allyn and Bacon, 1921. 588 pp., port., illus., 8 x 5 in., cloth. $1.60.

An interesting example of the modern textbook for high school classes, prepared by five experienced teachers. Covers the customary ground, attempts to lead the student to generalizations by the historical path of development, and presents theoretical matters gradually. Contains numerous good illustrations and uses industrial processes, rather than laboratory experiments, to teach chemical principles.

PHYSICAL CHEMISTRY FOR COLLEGES.

By E. B. Millard. (International Chemical Series.) N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 411 pp., tab., diagrams, 8 x 6 in., cloth. $3.50.

This work is intended to present certain of the more important aspects of physical chemistry, together with accurate modern data that illustrate the applicability of its laws to the phenomena observed in the laboratory. A knowledge of inorganic chemistry, physics, and calculus is assumed. The book does not attempt to cover the whole subject, but treats the more important topics as fully as space permits and gives references for those who wish to pursue them further.

A TEXTBOOK OF ORGANIC CHEMISTRY.

By Joseph Scudder Chamberlain. Phila., P. Blakiston's Son & Co., 1921. 959 pp., 8 x 6 in., cloth. $4.00.

The author of this textbook for undergraduate students who expect to pursue the subject as a profession has endeavored to present the topic in such a manner that it will not be beyond the grasp of the beginner, but will at the same time be comprehensive enough to cover the entire field. For this purpose, details about individual compounds have not been emphasized, and a free lecture style of presentation has been adopted, with full and oftentimes repeated explanations of important matters.

TREATISE ON GENERAL AND INDUSTRIAL INORGANIC CHEMISTRY.

By Ettore Molinari. Second Edition, Translated from the Fourth Italian Edition, by T. H. Pope. Phila., P. Blakiston's Son & Co., 1920. 876 pp., illus., 10 x 7 in., cloth. $12.00.

This book is a combination of a good treatise on the theory of inorganic chemistry with an extended description of industrial and commercial processes. The important inorganic chemical and metallurgical processes are treated in considerable detail. The volume contains a large amount of information on a wide range of subjects.

A FRENCH-ENGLISH DICTIONARY FOR CHEMISTS.

By Austin M. Patterson. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 384 pp., 7 x 5 in., cloth. $3.00.

This dictionary follows the plan of its author's German-English Dictionary and, like the latter, will be useful not only to chemists, but to all persons in need of a dictionary of scientific and technical terms. More than 32 000 terms are given, including not only scientific words, but also a good general vocabulary, so that the reader of chemical literature is made practically independent of any other dictionary. The book is clearly printed and is small enough for the pocket.

AN INTRODUCTION TO THE PRINCIPLES OF PHYSICAL CHEMISTRY.

By Edward W. Washburn. Second Edition, Revised, Enlarged and Reset. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 516 pp., diagrams, 8 x 6 in., cloth. $4.00.

The purpose of this book is to present the principles of modern physical chemistry in a systematic course of instruction, designed primarily for students who purpose to become professional chemists or physicists, but suited to others who desire a usable knowledge of the subject. The text presupposes a collegiate training in general chemistry and physics, and a training in mathematics, including the elements of the calculus.

THE CALCULATIONS OF ANALYTICAL CHEMISTRY.

By Edmund H. Miller. Third Edition. N. Y., The Macmillan Co.; Lond., Macmillan Co., Ltd., 1921. 201 pp., tab., 9 x 6 in., cloth. $2.00.

The object of the author has been to give the necessary information, in logical form, concerning those important chemical calculations which are required of the analytical chemist. As analytical chemistry is so closely allied with other branches of chemistry, many of these calculations will be found of general application. The third edition has been thoroughly revised and enlarged.

THE ANALYST'S LABORATORY COMPANION.

By Alfred E. Johnson. Fifth Edition. Phila., P. Blakiston's Son & Co., 1921. 176 pp., tab., 7 x 5 in., cloth. $3.50.

This compendium is a convenient reference work for chemists, containing the tables of the most used mathematical, physical, and chemical data and methods for examining water, sewage, foods, and beverages.

HANDY METHODS OF GEODETIC ASTRONOMY FOR LAND SURVEYORS.

By T. Graham Gribble. Lond., J. D. Potter, 1921. 27 pp., 10 x 6 in., boards. 5s.

The particular purpose of this pamphlet is to show how the stars available at time and place can be quickly identified, by means of some rapidly made diagrams, and the observation facilitated. The methods described will enable a surveyor to determine his geographical position with considerable accuracy with an ordinary 6-in., transit-theodolite, with no other aid than "Whitaker's Almanack", a book of mathematical tables, and a 20-inch slide-rule.

THE MICROSCOPE; ITS DESIGN, CONSTRUCTION, AND APPLICATIONS.

Edited by F. S. Spiers. Lond., Charles Griffin & Co., Ltd.; Phila., J. B. Lippincott Co., 1920. 260 pp., pl., diagrams, 10 x 7 in., cloth. $5.00.

This volume contains the papers and addresses delivered at a meeting held in January, 1920, at the initiative of Sir Robert Hadfield, by the Faraday Society, the Royal Microscopical Society, the Optical Society, and the Photomicrographic Society. One purpose of the symposium was to stimulate the study of and research in microscopical science by indicating lines of progress in the design of the instrument, showing recent improvements in the microscope and its technique, and its varied uses as an instrument of research. The papers cover a wide field, including among other subjects the mechanical design, optics, and manufacture of microscopes; their applications, especially in metallography, metallurgy, engineering, and metrology; their testing. An historical introduction is given as well as a bibliography of the chief literature.

THE ENGINEER.

By John Hays Hammond. (Vocational Series.) N. Y., Charles Scribner's Sons, 1921. 194 pp., 7 x 4 in., cloth. $1.25.

Mr. Hammond's book is intended as guide and counsellor for the youth attracted toward engineering as a profession. Its advantages and disadvantages, the qualities required for success, the best kind of education are clearly set forth, followed by chapters which explain the fields occupied by the major divisions of engineering—mechanical, civil, mining, chemical, marine, and military. The book is well fitted to assist in the selection of a career.

THE ENGINEERS AND THE PRICE SYSTEM.

By Thorstein Veblen. N. Y., B. W. Huebsch, Inc., 1921. 169 pp., 8 x 5 in., cloth. $1.50.

This series of papers is reprinted from the *Dial*, in which they appeared during 1919. They discuss certain difficulties involved in the American industrial situation, and present the author's views concerning the manner in which they will be solved. Contents: On the Nature and Uses of Sabotage; The Industrial System and the Captains of Industry; The Captains of Finance and the Engineers; On the Danger of a Revolutionary Overturn; On the Circumstances Which Make for a Change; A Memorandum on a Practicable Soviet of Technicians.

PERSONNEL RELATIONS IN INDUSTRY.

By A. M. Simons. N. Y., The Ronald Press Co., 1921. 341 pp., 9 x 6 in., cloth. $3.00.

The first part of this work gives a survey of the situation in American industry and analyzes the elements of the employment problem. The specific stages through which the questions at issue have passed are then reviewed, after which the author summarizes the best recent thought on the broad question of democracy in industry. Throughout the author has tried to call attention to the scientific laws that have emerged from recent study of the subject, and to determine the reactions of human nature to the conditions presented in the various industrial problems.

INDUSTRIAL ORGANIZATION AND MANAGEMENT.

By Hugo Diemer. Chic., La Salle Extension University, 1921. 291 pp., illus., 8 x 6 in., cloth. $3.00.

The contents illustrate the general purpose and scope of this book. The volume is intended for beginners and sets forth the elements of the subject clearly and concisely. Contents: The Principles of Business Organization; Types of Organization; Locating an Industry; Manufacturing Plants and Equipment; Buying; Receiving, Storing, and Recording Materials; Planning; The Determination of Costs; Methods of Collecting Material and Labor Costs; The Distribution of the Expense Burden; Standardization; Scientific Management; Time and Motion Studies; Wage Systems; Welfare and Betterment Work; Employment Problems; Reports to Executives.

THE HIGH COST OF STRIKES.

By Marshall Olds. N. Y. and Lond., G. P. Putnam's Sons, 1921. 286 pp., 8 x 6 in., cloth. $2.50.

In this book the author has attempted to analyze the costs to the public and to labor itself of the strike epidemic which followed the war and to show, as concretely as possible, the results, to labor and the whole country, of the theories of the professional labor leader as they become apparent in this large scale demonstration. He endeavors to make clear the wasteful absurdity of strikes as a means of controlling the division of the proceeds of production, and suggests other measurements for adjusting labor questions.

PHILOSOPHY AND THE NEW PHYSICS.

By Louis Rougier. Authorized Translation by Morton Masius. Phila., P. Blakiston's Son & Co., 1921. 159 pp., 7 x 5 in., cloth. $1.75.

The recent remarkable developments of physical theories, as stated by the translator, cannot fail to have far-reaching influences on philosophical thought. Physicists, as a rule, are too much occupied with their special fields to give attention to matters of more general philosophical interest, and few philosophers possess the knowledge required for discussing and criticizing fruitfully the work of the physicist. Professor Rougier's very wide reading in physics has enabled him to present and interpret the new advances in the subject in a manner which should prove of interest to both philosopher and physicist.

RELATIVITY, THE ELECTRON THEORY AND GRAVITATION.

By E. Cunningham. Second Edition. Lond. and N. Y., Longmans, Green and Co., 1921. 148 pp., 9 x 6 in., cloth. $3.50.

The primary purpose of this monograph was to present as clearly and simply as possible the relation of the principle of relativity to the electron theory, in a way useful to the general reader and especially to the experimental physicist. In the present edition, a second section has been added, which presents the general principle in its present form.

SUGAR.

By Allen Ray Kahn. Los Angeles, U. S. Sugar Publications Co., 1921. 65 pp., 8 x 5 in., cloth. $2.00. (Gift of the Author.)

The object of the author has been to explain sugar and sugar manufacture in brief, simple terms, so that a fairly clear idea of the subject may be obtained easily. The book also contains lists of the sugar refineries and beet sugar factories of the United States, and the cane sugar factories in Louisiana, Hawaii, the Philippines, Porto Rico, and Cuba.

THE CLAYWORKER'S HANDBOOK.

By Alfred B. Searle. Third Edition. Lond., Charles Griffin & Co., Ltd.; Phila., J. B. Lippincott Co., 1921. 381 pp., illus., tab., 9 x 6 in., cloth. $6.50.

The author of this volume has attempted to select, from the mass of scattered information available in scientific and technical books and periodicals, the information that an extensive experience has shown to be valuable, and to express it in language that will be understood by any intelligent man. This edition has been almost entirely rewritten and is much enlarged. Contents: The Materials Used in Clayworking; Preparation of the Clay; Machinery; Transport; Conveyors, Pumps, and Pans; Drying and Dryers; Engobing and Glazing; Setting or Charging; Kilns; Firing; Discharging, Sorting, Packing and Despatching; Defects; Waste; Tests, Analysis and Control; Appendix, Containing Useful Tables.

CERAMICS.

By A. Malinovzsky. N. Y., D. Van Nostrand Co., 1921. 274 pp., tables, 7 x 4 in., cloth. $3.00.

The author of this small volume has attempted to write a condensed account of the silicate industries, including methods for silicate analysis and ceramic calculations, which will assist those engaged in the manufacture of clay products to solve the various mathematical problems that arise.

THE CONSERVATION OF TEXTILES.

By Harvey Gerald Elledge and Alice Lucille Wakefield. La Salle, Ill., Laundryowners National Association, 1921. 162 pp., illus., 8 x 6 in., cloth. $1.00.

The results of an investigation of the causes of deterioration in textiles, particularly from laundering, accompanied by advice on conservation.

THE TIRE BUSINESS ANSWERED.

By H. H. Tufford. Minneapolis, The William Hood Dunwoody Industrial Institute. 471 pp., illus., 7 x 4 in., cloth. $2.50.

A pocket reference book for the use of the new or experienced tireman. Contains 2 250 questions and answers on the complete tire trade covering the requirements of any branch.

UNITED STATES STEEL; A CORPORATION WITH A SOUL.

By Arundel Cotter. Garden City, N. Y., Doubleday, Page and Co., 1921. 312 pp., ports., pl., 8 x 6 in., cloth. $3.00.

This is an enlarged and modernized edition of "The Authentic History of the United States Steel Corporation". It gives a well written account of the reasons for its organization, its history, activities, aims and policies, relations with its employees, together with some account of important officials, past and present.

THE MANUFACTURE OF PULP AND PAPER: Vol. II.

By J. J. Clark and T. L. Crossley. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 182 pp., illus., 9 x 6 in., cloth. $5.00.

This is the second volume of the series of textbooks prepared under the direction of the educational committees of the pulp and paper associations of the United States and Canada, as a course of study bringing together the fundamental facts of mathematics and elementary science and the principles and practice of paper and pulp-making. The present book is devoted to mechanics, hydraulics, elementary electricity, and chemistry. It is adapted for home study as well as for classroom instruction.

RUBBER MANUFACTURE.

By H. E. Simmons. N. Y., D. Van Nostrand Co., 1921. 149 pp., illus., 11 x 8 in., cloth. $4.50.

This work is intended as a brief but complete survey of the rubber industry, from the methods in use for collecting rubber to the processes used for making rubber goods. The apparatus used in all parts of the industry is described.

THE ADVERTISING HANDBOOK.

By S. Roland Hall. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 743 pp., illus., 8 x 5 in., cloth. $5.00.

This volume is designed as a comprehensive handbook of advertising principles and practices, intended for the general business reader with moderate advertising experience, rather than the professional advertising man. It is based, the author says, on twenty years' experience. The work covers all branches of advertising, explaining the theories underlying them and presenting examples of their application to a variety of purposes.

THOMAS' REGISTER OF AMERICAN MANUFACTURERS.

Twelfth Edition, 1921. N. Y., Thomas Publishing Co. 12 x 10 in., cloth. $15.00.

The twelfth edition of this popular directory of manufacturers and dealers presents no novelties in arrangement or contents. According to its publishers, however, over 200 000 changes have been made, in order to keep the lists complete and accurate. The Register is a directory of first hands in all lines, classified under several thousand subjects and fully indexed, so that the makers of any article may readily be found. Companies are also listed alphabetically, with data on branch offices, capital, location, etc. A list of trade names is given, showing the owners of the various trade marks. In addition to these main divisions, the Register also contains lists of representative banks, commercial organizations, exporters, and importers, and trade papers, making it a most complete work of reference for buyers and sellers.

RAYONS X ET STRUCTURE CRISTALLINE.

By W. H. Bragg and W. L. Bragg. Translated from the Third English Edition. Paris, Gauthier-Villars et Cie., 1921. 209 pp., illus., 9 x 6 in., paper. 12 francs.

The work here presented in translation is an interesting and valuable account of the recently introduced method of investigating crystals by X-rays, a method that has not only thrown light on crystalline structure, but also on the nature of X-rays themselves. The authors describe their methods, their researches on the diffraction of X-rays and the most notable results obtained.

L'ETHER ET LA THÉORIE DE RELATIVITÉ.

By Albert Einstein. Paris, Gauthier-Villars et Cie., 1921. 15 pp., 9 x 6 in., paper. 2.50 francs.

This short pamphlet is a translation of a lecture delivered at the University of Leyden on May 5th, 1920, in which the theory of action at a distance and the undulatory theory of light are discussed in relation to the existence of ether.

LA THÉORIE DE LA RELATIVITÉ RESTREINTE ET GÉNÉRALISÉE.

By A. Einstein. Paris, Gauthier-Villars et Cie., 1921. 120 pp., 7 x 5 in., paper. 7 francs.

This French edition of Dr. Einstein's popular presentation of the theory of relativity is based on the second German edition. A lengthy preface by Emile Borel discusses the value of the theory and the limits of its practical use.

ÉLÉMENTS DE GÉOMÉTRIE.

By Alexis-Claude Clairaut. Paris, Gauthier-Villars et Cie., 1921. 2 vol., 7 x 4 in., paper. 3.50 francs.

MÉMOIRE SUR LA CHALEUR.

By MM. Lavosier et De Laplace. Paris, Gauthier-Villars et Cie., 1920. 78 pp., 2 pl., 7 x 5 in., paper. 3 francs.

RÉFLEXIONS SUR LA MÉTAPHYSIQUE DU CALCUL INFINITÉSIMAL.

By Lazare Carnot. Paris, Gauthier-Villars et Cie., 1921. 2 vol., 7 x 4 in., paper. 3.50 francs.

These inexpensive volumes are the first of a new series (Les Maîtres de la Pensée Scientifique) devoted to the re-publication of important memoirs and works which are usually inaccessible to students of science. It is intended to include works from all lands and on all branches of science. French memoirs will be reprinted exactly, those in other languages will be translated into French. These books include the delightful introduction to geometry prepared by Clairaut in 1741, which owes its existence to the desire expressed by the Marquise du Châtelet to acquire the fundamentals of that science; Carnot's reflection on the metaphysics of the calculus, published in 1797 and still quoted; and Lavoisier and De Laplace's description of the Laplace ice calorimeter and of their experiments with it, originally published in 1780.

TRAITÉ DE DYNAMIQUE.

By Jean d'Alembert. (Les Maîtres de la Pensée Scientifique.) Paris, Gauthier-Villars et Cie., 1921. 2 vol., 7 x 4 in., paper.

This edition of d'Alembert's epoch-making work on mechanical philosophy is reprinted from the second edition, which appeared in 1758, and which was enlarged and corrected by the author. It fills the need for an inexpensive, accurate edition of the book. D'Alembert (1717-1783) was the most prominent student of celestial mechanics between Newton and Laplace. His investigations prepared the way for the "Analytical Mechanics" of Lagrange.

FÜNFSTELLIGE TAFELN DER KREIS- UND HYPERBELFUNKTIONEN.

By Keiichi Hayashi. Berlin, Walter de Gruyter & Co., 1921. 182 pp., 9 x 6 in., paper. (Gift of the Author.)

The values given in this table are in ten-thousandths from 0 to 0.1, in thousandths from 0.1 to 3, in hundredths from 3 to 6.3 and in tenths from 6.3 to 10. The circular and hyperbolic functions of any number are printed side by side, making it unnecessary to consult two places when using formulas containing both functions.

LICHTTECHNIK.

By W. Bertelsmann, and Others. Edited by L. Bloch. München and Berlin, R. Oldenbourg, 1921. 501 pp., illus., tab., 10 x 7 in., paper. 118 marks.

This volume embodies the substance of a series of lectures on illumination, delivered in September, 1920, at the Technical High School at Charlottenburg, under the auspices of the Deutsche Beleuchtungstechnische Gesellschaft. The lectures were given by experts in various subjects. They discuss such questions as the theoretical bases of light production, photometry, hygiene of lighting, electric lamps, gas lighting, lighting with solid and liquid fuels and acetylene, reflectors and fixtures, organization of lighting projects, lighting for streets, dwellings, halls, photography, etc. Current practice is followed throughout.

DER LICHTSTROMBEGRIFF UND SEINE ANWENDUNGEN.

By N. A. Halbertsma. Berlin, M. Krayn, 1921. 62 pp., diagrams, 9 x 6 in., paper. 20 marks.

The question discussed in this monograph is the comparative advantages of a system of photometric units based on luminous intensity, in the customary manner, and one based on light flux. The author concludes that the latter offers many theoretical and practical advantages, sufficient to justify its adoption.

MUNICIPAL ENGINEERING.

By H. Percy Boulnois. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 103 pp., 7 x 4 in., boards. $1.00.

This small volume is an introductory essay on the profession, intended to draw attention to its present position and increasing importance, and to point out to those who think of embracing it as a vocation, the manner in which they should be equipped and the subjects they should study.

STEAM LOCOMOTIVE CONSTRUCTION AND MAINTENANCE.

By E. L. Ahrons. (Pitman's Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 134 pp., illus., 7 x 4 in., boards. $1.00.

This book describes in an elementary manner some of the processes which the principal parts of a locomotive undergo during construction. Boiler shop, foundry and forge shop work, the machinery of frames, cylinders, axles and wheels, erecting, valve setting, inspection and testing are discussed. A chapter on wear and tear and repairs is added.

MODERN ROAD BUILDING AND MAINTENANCE.

By Andrew P. Anderson. No place, no date. 146 pp., pl., 9 x 6 in., paper. (Gift of Hercules Powder Company, Wilmington, Del.)

This book does not attempt to review present practice, which, the author says, is abundantly set forth in the various standard specifications in use. It aims rather to present the more fundamental questions involved in the improvement and upkeep of roads by explaining the basic principles which underlie road building and maintenance.

HIGHWAY ENGINEERING; RURAL ROADS AND PAVEMENTS.

By George R. Chatburn. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 379 pp., illus., diagrams, tab., 8 x 5 in., cloth. $3.00.

This volume is concerned chiefly with those types of roads most common in rural districts, towns, and small cities, and is intended primarily for laymen and those without large experience in highway engineering. It attempts to present in brief space the most recent and best practice in road building as determined by the author's experience and research. An original method for calculating mixtures to conform to the Fuller maximum density curve for concrete, the New York sheet asphalt mixture, or any other sieve analysis design, is given.

THE LOCATION, GRADING, AND DRAINAGE OF HIGHWAYS.

By Wilson G. Harger. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 294 pp., map, illus., tab., 9 x 6 in., cloth. $3.50.

This book is the first of a series of four presenting the road problem from the viewpoint of the constructing engineer. It discusses the general principles governing the policy of highway programmes, develops the detail theory of economic location and grade line design, and discusses cross-sections, roadway widths, right of way, and drainage. It is intended to cover the design of the relatively permanent features of highway construction.

THE EFFICIENCY OF PUMPS AND EJECTORS.

By E. C. Bowden-Smith. N. Y., D. Van Nostrand Co., 1920. 205 pp., pl., diagrams, 9 x 6 in., cloth. $5.00.

This book discusses the efficiency of pumps and ejectors with regard to a single problem, the raising of crude sewage, the author's object being to enumerate and discuss those points which tend to economy, and to suggest methods of increasing efficiency. The problem is treated from three points of view, mechanical efficiency, commercial efficiency, and sanitary efficiency.

COLLECTION AND DISPOSAL OF MUNICIPAL REFUSE.

By Rudolph Hering and Samuel A. Greeley. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 653 pp., illus., tab., 9 x 6 in., cloth. $7.00.

The purpose of this book is to record and discuss the various experiences in the disposition of municipal refuse, from a more comprehensive viewpoint than its predecessors and in the light of later experiences. The desire of the authors has been to offer not only a record of general principles, but also of present practice, so that it may be helpful to both designers and operators in securing economy and efficiency. A great amount of data has been included, selected from original sources and from reports and other publications.

LABORATORY AIDS IN PRACTICAL MECHANICS FOR ELEMENTARY STUDENTS.

By G. S. Bowling. Lond., Charles Griffin & Co., Ltd.; Phila., J. P. Lippincott Co., 1921. 100 pp., diagrams, 7 x 5 in., cloth. $1.50.

This little manual of exercises in mechanics guides the student in the verification by experimentation of mechanical principles. The exercises given are elementary, require only simple apparatus, and describe its assembling and the conduct of the experiments clearly.

ENGINEERING INSTRUMENTS AND METERS.

By Edgar A. Griffiths. N. Y., D. Van Nostrand Co., 1921. 360 pp., illus., diagrams, 10 x 7 in., cloth. $7.50.

The writer has attempted to give a brief review of the appliances which have been devised for the measurement of some of the fundamental quantities of mechanical science, such as length, screw-threads, area, volume, velocity, force, mass, work, and temperature. The book should enable the reader to appreciate the advantages and drawbacks of the various types of instruments for making any particular measurement, and to choose the instrument best suited to his requirements. References to the literature accompany each chapter.

ENGINEERING CONSTRUCTION:

Part I, In Steel and Timber; Part II, In Masonry and Concrete. By William Henry Warren. Part I, Third Edition. Lond. and N. Y., Longmans, Green and Co., 1921. 2 vol., pl., illus., diagrams, tab., 9 x 6 in., cloth. Part I, $10.00; Part II, $12.00.

The first volume of this treatise includes in one volume a summary of engineering construction in steel and timber, including bridges, for students and engineers. This edition, which has been carefully revised, contains appendices on Australian timbers and recent steel column experiments and formulas. Vol. II is devoted mainly to considerations of the physical properties of materials such as cement, mortar, concrete, brick, and stone construction, and the design of the more usual structures with these materials. The details of the calculations necessary to determine the earth pressure on retaining walls and timber trenching are dealt with, together with the principles underlying all reinforced concrete work, such as beams, slabs, retaining walls, and dams. A considerable portion of the volume is devoted to arch analysis, while bridge piers, abutments, and foundations have been considered in a general way.

STATIQUE GRAPHIQUE ET RÉSISTANCE DES MATÉRIAUX.

By Louis Roy. (Cours de Mécanique Appliquée, 2.) Paris, Gauthier-Villars et Cie., 1921. 213 pp., 10 x 6 in., paper. 30 francs.

This volume on graphic statics and resistance of materials is the second of a series of volumes by professors in the Institute of Electrotechnics and Applied Mechanics of the University of Toulouse, presenting the course in applied mechanics given to students at the Institute. The author has attempted to present the subject as rigorously as its nature permits and to cover completely those applications of actual interest to the engineer. By omission of other questions, the text has been compressed to moderate size.

HANDBUCH DER INGENIEURWISSENSCHAFTEN:

Part I, Vol. 5, Tunnelbau, by Karl Brandau, Karl Imhof, and Ernst Mackensen. Vierte Auflage. Leipzig, Wilhelm Engelmann, 1921. 712 pp., pl., illus., 10 x 7 in., cloth. 56 marks; Part III, Vol. 6, Der Flussbau, by Franz Kreuter. Funfte Auflage. Leipzig, Wilhelm Engelmann, 1921. 724 pp., pl., illus., 10 x 7 in., cloth. 154 marks.

The "Handbuch des Ingenieurwissenschaften" has long been favorably known as one of the most, if not the most, ambitious attempts to publish an encyclopedia of civil engineering. Its thirty-seven volumes cover the field in a way suited for use as a reference book for practising engineers, giving concise accounts of modern theory and practice in their particular fields, accompanied by unusually extensive lists of references to the literature on their subjects. Of the present volumes, that on "Tunneling" is a revision and enlargement of the edition issued by Dr. Mackensen in 1901, prepared by Dr. Brandau and Dr. Imhof before Dr. Brandau's death in 1917. A supplement by Dr. E. von Willman fills the gap occasioned by unavoidable delay in publication. The volume discusses tunneling in its applications to mining and railroads, covering design and construction, and illustrating the subject by numerous examples of actual construction. Dr. Kreuter's treatise on river works covers the subject in a broad manner, including the construction of the various works by which natural water-courses are regulated or utilized for transportation, for industrial purposes and in agriculture. Careful attention is given to the results of modern experimental work and the resulting scientific theories.

ENGINEERING OF POWER PLANTS.

By Robert H. Fernald and George A. Orrok. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 595 pp., illus., tab., 9 x 6 in., cloth. $5.00.

This is an epitome of the subject arranged for classroom use, in which an especial effort has been made to awaken a realization of the fact that engineering, although based on exact sciences, is not itself an exact science, but requires the application of judgment, and to give the student some idea of the commercial side of engineering. The present edition includes corrections, slight modifications, and reasonable additions.

HANDBUCH DES WASSERBAUES.

By Hubert Engels. Zweite Auflage. Leipzig, Wilhelm Engelmann, 1921. 2 vol., diagrams, 11 x 7 in.

The first edition of Engels' "Handbuch des Wasserbaues", published in 1914, was intended to meet the lack of a modern work covering the entire field of hydraulic engineering in a uniform manner that would give the reader a satisfactory account of present developments in the many special subjects which are included in that general term. The work is divided into ten sections treating of the occurrence and movement of water, hydrology, river works, weirs, dams and water-power plants, protection of land, agricultural hydraulic works, navigation, ship locks, river canalization and ship canals, and harbors. Each of these sections is an extensive summary of modern theory and practice, accompanied by a list of "sources". The needs of the designer of hydraulic works, rather than those of the builder, have been kept in mind, and such topics as municipal water supplies, water purification, and ground-waters have not been included. The second edition has been revised and enlarged.

DONATIONS TO THE READING ROOM

WAGES IN THE UNITED STATES AND FOREIGN COUNTRIES:

Prepared for the Use of the Committee on Ways and Means, House of Representatives, Under the Direction of the Clerk of the Committee. (Tariff Information, 1921.) Wash., Govt. Printing Office, 1921. 103 pp., tab., 9 x 6 in., paper. (Copies can be obtained through Members of Congress.)

The statistics contained in this volume have been compiled, it is stated, in order to present in compact form the wage rates of the United States for comparison with wages for the same or similar occupations in various industries in the principal countries of the world. In addition, an Appendix contains a statement of the cost of living in fourteen countries for 1914–1920, a table of comparative average increase in wages per day in the United States, Germany, and Japan, and a table of wages in British building trades for 669 years, 1252 to 1920, inclusive. The figures contained in the tables, etc., have been obtained, it is stated, for the most part from official sources and Government publications, and the conversion of foreign currency was made at the rate prevailing at the time the wage was paid. In addition to a Table of Contents, the subject-matter has been thoroughly indexed. The industries and occupations for which the wage compilation was made include Chemicals, Oils, and Paints; Earths, Earthenware and Glassware; Metals; Wood; Agricultural Products and Provisions; Cotton; Flax, Hemp and Jute; Wool; Silk; Papers and Books; Sundries; Shoes, Brushes, Toys, Leather Goods; Coal and Potash Mining; Miscellaneous; Building Trades; Electrical Industry; Engineering and Shipbuilding; Sisal, Rubber and Coffee Plantations; Skilled and Unskilled Labor.

THE ENGINEERING INDEX, 1920.

N. Y., The American Society of Mechanical Engineers, 1921. 16 + 586 pp., 9½ x 6¾ in., cloth. $6.00.

The work of compiling this Index of technical literature was taken over by the American Society of Mechanical Engineers at the close of 1918, and is a continuation of the work started in 1884 by the late J. B. Johnson, M. Am. Soc. C. E. This volume, the second to be issued by the American Society of Mechanical Engineers, contains, it is stated, nearly 14 000 items referring to articles in about 700 engineering and allied technical publications, the selection having been made from a review of about 1 200 periodicals, reports, and publications, in ten different languages, received during the year by the Engineering Societies Library. The contents are arranged alphabetically, each item containing the exact title of the article indexed, the author's name, the periodical in which the article appeared, with volume, number, and date of publication, and the number of pages and the number of drawings in the article; there are also brief summaries of the articles and numerous cross-references. In addition, the volume contains a list of the periodicals indexed, and statements relative to the manner of obtaining copies of the articles indexed, and of using the Index. For articles appearing since the close of 1920, the reader is directed to the monthly issues of *Mechanical Engineering,* published by the American Society of Mechanical Engineers.

POCKET COMPANION FOR ENGINEERS, ARCHITECTS, AND BUILDERS

Containing Useful Information and Tables Appertaining to the Use of Steel Manufactured by the Carnegie Steel Company. Twenty-second Edition. Pittsburgh, Carnegie Steel Company, copyright 1921. 414 pp., illus., tab., 7¾ x 5 in., morocco.

The first edition of this book was issued in 1872, and in each edition since that time. the endeavor has been, it is stated, to record the stages of development in the manufacture of structural steel and its fabrication into bridges, buildings, cars, and ships, thus keeping abreast of the latest approved methods in structural design. In this edition, the changes are principally as follows: The weight of beams and channels has been adjusted to the action taken by the Association of American Steel Manufacturers, by which fillets and roundings are included in the computation of weights; the dimensions and properties of sections of intermediate and maximum thicknesses have been recomputed; and changes have been made in section numbers of structural beams and, particularly, in section numbers of angles.

PROCEEDINGS OF THE PHILADELPHIA AND NATIONAL CONFERENCES

On the Construction Industries, 1921. Phila., 1921. 14 + 254 pp., illus., tab., 10½ x 8 in., paper. $2.00. (Donated by the Industrial Relations Committee of the Philadelphia Chamber of Commerce.)

These conferences were held in Philadelphia, Pa., on February 15th-18th, 1921, and in Chicago, Ill., on March 2d-3d, 1921, under the auspices of the Industrial Relations Committee of the Philadelphia Chamber of Commerce and the National Federation of Construction Industries. The conferences were attended by employers and employees, representatives of banking, construction, transportation, fuel, etc., interests, and the purpose of publishing the proceedings of the meetings and the discussions thereat is stated to be to develop actual conditions in the building situation by a presentation of information obtained from practical builders, bankers, general and sub-contractors, material dealers, labor, etc. The subject-matter which it is hoped may prove of material value to the industrial interests of the country, is divided into two parts: Part I which contains the proceedings of the Philadelphia Conference at which particular attention was paid to the deflation of construction costs and the restoration of construction investments, and Part II,

the proceedings of the National Construction Conference at Chicago, Ill. Among the chapters which are stated to be worth while may be mentioned those which contain analyzed costs of construction, the employers' viewpoint on conditions, wages, and production, the report of a sub-committee of an association of builders on wages and production, the views of union labor, etc.

BETON ARMÉ: ABAQUES PRATIQUES

Pour L'Etablissement des Hourdis et des Poteaux. Par M. Corset. Paris, Dunod, 1920. Unpaged, 44 pl., 27 x 33 in., cloth. 75 francs.

The calculators presented by the author in this book are intended, it is stated, to facilitate the work of the architect, the engineer, and the contractor in estimating for the construction of reinforced concrete walls and poles. In addition to the drawings, directions for their use are given in French, Italian, Spanish, and German. These drawings have been in use, it is stated, for five years in an important research bureau where they have proven their value for specialists in reinforced concrete. The Contents are: Part I, Etablissement des Hourdis; Part II, Verification des Hourdis par la Determination des Taux de Fatigue des Matériaux Beton et Acier; Part III, Etablissement des Poteaux d'Apres les Charges Qu'ils Doivent Supporter.

THE FUNDAMENTAL PRINCIPLES OF WATER POWER ENGINEERING

Describing Types, Applications, and Operation of Water Turbines, and Developing the Fundamental Formulæ of Water Power Engineering. By Frank F. Fergusson. (Pitman's Technical Primer Series.) Lond., Sir Isaac Pitman & Sons, Ltd., 1921. 10 + 116 pp., illus., 6½ x 4¼ in., paper. 2s.6d. (Gift of the Author.)

This volume, it is stated, treats of the theory, selection, design, and operation of water turbines, including notes on their principal accessories, in a manner that will enable the student, for whom it is intended, to proceed to advanced textbooks with confidence and profit. The text is illustrated with numerous drawings and examples for practice, the latter, in accordance with designing office practice, having been worked out by the slide-rule, and the metric system is used throughout.

MEMBERSHIP

(From May 6th to August 2d, 1921)

ADDITIONS

HONORARY MEMBERS

		Date of Membership.
Rea, Samuel. Pres., P. R. R., 211 Broad St. Station, Philadelphia, Pa.	M. Hon. M.	June 4, 1884 June 6, 1921
Swasey, Ambrose. Pres., The Warner & Swasey Co., 7808 Euclid Ave., Cleveland, Ohio		June 6, 1921

MEMBERS

Abrams, Duff Andrew. Prof. in Chg., Structural Materials, Research Laboratory, Lewis Inst., Chicago, Ill.		April 25, 1921
Anthony, Horace Francis. Supt. of Constr., Stone & Webster, Box 828, Detroit, Mich.	Assoc. M. M.	May 6, 1914 April 26, 1921
Barber, James Frank. Engr. and Asst. Gen. Mgr., Penn Steel & Iron Corporation of Lancaster, 315 Liberty Bldg. (Res., 225 South 46th St.), Philadelphia, Pa.		April 25, 1921
Barril, Guioie Victor. Asst. Engr., The Panama Canal, Box 74, Balboa Heights, Canal Zone, Panama		July 11, 1921
Baxter, Francis Kernan, Jr. Min. Engr., Care, West Coast Oil Co., R. F. D. No. 2, Fullerton (Res., Mill Valley), Cal.		Mar. 7, 1921
Becton, John Leland. Cons. Engr., Box 594, Wilmington, N. C.	Assoc. M. M.	Dec. 2, 1914 June 6, 1921
Bentley, William Perry. Pres., Uvalde Paving Co., 1001 Main St., Dallas, Tex.		July 11, 1921
Beyer, Albin Hermann. Associate Prof., Civ. Eng., Columbia Univ., New York City (Res., 55 Leggett Ave., Woodhaven, N. Y.)		July 11, 1921
Bilderbeck, George Leslie. Pres., Bilderbeck & Langdon, Inc., New London, Conn.	Assoc. M. M.	Nov. 27, 1917 July 11, 1921
Boult, Charles Norton. Bainham, Collingwood, New Zealand	Assoc. M. M.	Dec. 6, 1915 Jan. 18, 1921
Brooking, Joseph Hugh. Div. Engr., St. L.-S. F. R. R., Memphis, Tenn.	Assoc. M. M.	May 7, 1913 July 11, 1921
Cahn, Alexander. 839 Chapel St., New Haven, Conn.		July 11, 1921
Cattell, William Clark. Cons. Engr.; County Engr., Gloucester County; Borough Engr., Woodbury Heights, Wenonah, N. J.	Assoc. M. M.	Dec. 6, 1915 July 11, 1921
Clonts, Thomas Pearce. Cons. Engr. (Clonts & Tait), 2110 Garland Ave., Muskogee, Okla.		June 6, 1921
Conard, Winfield Walker. Estimating and Designing Engr., Am. Bridge Co., 829 Swede St., Norristown, Pa.		June 6, 1921
Cooke, Frederick Hosmer. Commander, C. E. C., U. S. N., Bureau of Yards and Docks, Navy Dept., Washington, D. C.	Assoc. M. M.	July 9, 1906 April 26, 1921
Cothran, Frank Harrison. Div. Engr., Southern Power Co., Bridgewater, N. C.		June 6, 1921
Creighton, Edward James. Mgr., Highway Dept., The Mo. Val. Bridge & Iron Co., Leavenworth, Kans.		June 6, 1921

MEMBERS (*Continued*)

		Date of Membership.
DALSTROM, OSCAR FREDERICK. Engr. of Bridges, C. & N. W. Ry., 226 West Jackson Boulevard, Room 906, Chicago, Ill.		April 25, 1921
DAVIS, FRANKLIN DAVID. Div. Engr., New York Div., P. R. R., 26 Exchange Pl., Jersey City, N. J.		July 11, 1921
DELAY, THEODORE STUART. Creston, Iowa	Assoc. M. M.	Feb. 6, 1912 April 26, 1921
DESSERY, FLOYD GOSSETT. Civ. and Hydr. Engr., 618 Central Bldg., Los Angeles, Cal.	Assoc. M. M.	Feb. 28, 1911 July 11, 1921
DUNGAN, FRED REED. Instr. in Civ. Eng., Univ. of Colorado, 1325 Grand View Ave., Boulder, Colo.		April 25, 1921
DUNLAP, JOHN HOFFMAN. Civ. and San. Engr.; Prof. of Hydraulics and San. Eng., State Univ. of Iowa, 104 N, Hall of Eng., Iowa City, Iowa	Assoc. M. M.	April 17, 1917 June 6, 1921
EDGAR, WILLIAM CLANEY. Care, John F. Casey Co., 935 Union Arcade Bldg., Pittsburgh, Pa.	Assoc. M. M.	Jan. 14, 1918 April 26, 1921
ELTINGE, ORVILLE LAMONT. Asst. Engr., San. Dist. of Chicago, 910 South Michigan Ave., Room 700, Chicago, Ill.	Jun. Assoc. M. M.	Jan. 3, 1907 May 31, 1916 July 11, 1921
FRIEDMAN, HARRY BAYARD. 312 First National Bank Bldg., Fort Worth, Tex.	Assoc. M. M.	Mar. 14, 1916 April 26, 1921
FROST, WILLIS GEORGE. 503 Phelps St., Redwood City, Cal.	Jun. Assoc. M. M.	Dec. 5, 1911 Mar. 4, 1913 April 26, 1921
FULLER, CARL HAMILTON. Care, Eng. Dept., Ohio Works, Carnegie Steel Co., Youngstown, Ohio.	Jun. Assoc. M. M.	Mar. 5, 1901 Feb. 3, 1904 Mar. 8, 1921
GALER, OLIVER PAUL. Chf. Civ. Engr., S. Diescher & Sons, Box 367, Mars, Pa.		July 11, 1921
GARFIAS, VALENTINE RICHARD. Mgr., Foreign Dept., Henry L. Doherty & Co., 60 Wall St., New York City		June 6, 1921
GERDINE, THOMAS GOLDING. Topographic Engr. in Chg., Northwestern Div., U. S. Geological Survey, Washington, D. C.		June 6, 1921
GIBB, *Sir* ALEXANDER. Director General of Civ. Eng., Ministry of Transport, 6 Whitehall Gardens, London, S. W. 1, England.		April 25, 1921
GRIFFIN, E. RAY. City Engr., Mandan, N. Dak.	Assoc. M. M.	June 16, 1919 April 26, 1921
GUILD, WILLARD ADAMS. Dist. Engr., Eastern Dist., Eastern Lines, A. T. & S. F. Ry., 1257 College Ave., Topeka, Kans.		June 6, 1921
HALL, HUBERT HARRY. Chf. Engr., Standard Oil Co. (California), 200 Bush St., San Francisco, Cal.	Jun. Assoc. M. M.	April 30, 1907 May 3, 1910 April 26, 1921
HAND, EOLINE RICHMOND. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Washington, D. C.		April 25, 1921
HARSH, HARRY HOMER. Div. Engr., M. of W. Dept., B. & O. R. R., 1663 New Haven Ave., South Hills, Pittsburgh, Pa.		June 6, 1921
HASKINS, CHARLES ARTHUR. Cons. Engr., 2208 Massachusetts St., Lawrence, Kans.	Assoc. M. M.	June 23, 1916 June 6, 1921
HATCH, FREDERICK NATHANIEL. 5 Lenox Pl., St. Louis, Mo.	Jun. Assoc. M. M.	June 4, 1907 Feb. 4, 1913 April 26, 1921

MEMBERS (*Continued*)

		Date of Membership.
HENDRICKS, KEARNEY EVERETT. Care, Woolfolk Ranch, Winslow, Ariz.	Assoc. M. M.	Oct. 4, 1910 June 6, 1921
HOADLEY, ROBERT BRUCE, JR. (Hoadley & Giles), 415 Phelps Bldg., Binghamton, N. Y.		July 11, 1921
HUFFMAN, RUSSELL BENJAMIN. (Higgins & Huffman), 516 North 16th St., Lincoln, Nebr.		June 6, 1921
HUNT, JAMES O'CONNOR. 518 West Cumberland Ave., Knoxville, Tenn.	Assoc. M. M.	Nov. 27, 1917 June 6, 1921
JOHNSON, GEORGE EDWARD. State Engr., 415 Brownell Bldg., Lincoln, Nebr.		June 6, 1921
KEALY, PHILIP JOSEPH. Member, City Planning Comm.; Chairman, Valuation Committee, Am. Elec. Ry. Assoc., 411 Fidelity Bldg., Kansas City, Mo.		June 6, 1921
KEIM, WARREN BYRON. Asst. Engr., Bethlehem Steel Bridge Corporation, Steelton, Pa.	Assoc. M. M.	Jan. 4, 1905 April 26, 1921
KINDRICK, ALPHA HARNEY. Constr. Engr., Burns & McDonnell Eng. Co.; Acting City Engr., 910 South Bickford Ave., El Reno, Okla.	Assoc. M. M.	Oct. 14, 1919 July 11, 1921
KNIGHT, WALTER JOSEPH. Pres., W. J. Knight & Co., 903 Wainwright Bldg., St. Louis, Mo.	Jun. Assoc. M. M.	May 5, 1908 May 28, 1912 April 26, 1921
KNOUSE, HOMER VIRGIL. Asst. Supt. and Purchasing Agt., Metropolitan Water Dist. of Omaha, 200 City Hall, Omaha, Nebr.	Assoc. M. M.	May 7, 1913 April 26, 1921
LINSLEY, CHARLES WELLS. Plant Engr., Oswego Candy Works and Long's Chocolate Works, 52 East Utica St., Oswego, N. Y.	Assoc. M. M.	April 1, 1914 July 11, 1921
LONG, CLARENCE EDWARD. Cons. Engr., Peoples Bank Bldg., Pittsburgh, Pa.	Jun. Assoc. M. M.	Sept. 5, 1911 Sept. 2, 1914 April 26, 1921
LORDLY, HENRY ROBERTSON. Cons. Engr., 74 Strathearn Ave., Montreal, West, Que., Canada		Oct. 11, 1920
MACFEETERS, JOHN ORR. Asst. Engr., Am. Bridge Co., New York City (Res. 56 Benson St., Glen Ridge, N. J.)	Assoc. M. M.	Oct. 3, 1911 April 26, 1921
MCSHANE, JESSE JUDSON. Structural Engr., Western States Portland Cement Co., 2640 Middle Rd., Davenport, Iowa		July 11, 1921
MARCH, HARRY JOSEPH. Executive and Engr., City Planning Committee, 328 Prudential Bldg., Buffalo, N. Y.		July 11, 1921
MARKHART, CLARK ORROMELL. Engr. and Archt. (Brown, Egermann & Markhart), 1319 Fulton Bldg., Pittsburgh, Pa.	Assoc. M. M.	Jan. 13, 1919 June 6, 1921
MARSHALL, URBAN SERENUS. Asst. Chf. Engr., Montana Highway Comm., 246 Brooks St., Missoula, Mont.	Assoc. M. M.	Feb. 1, 1910 Mar. 8, 1921
MASON, FRANK HENRY. Chf. Engr., Central Maine Power Co., 2 Greylock Rd., Waterville, Me.	Assoc. M. M.	Oct. 3, 1911 June 6, 1921
MASTERS, FRANK MILTON. Cons. Engr., 9 North 2d St., Harrisburg, Pa.	Assoc. M. M.	Nov. 12, 1913 June 6, 1921

MEMBERS (*Continued*)

Name and Address	Grade	Date of Membership.
MOOMAW, DALTON. Eng. Mgr., Seaman Constr. Co., Goshen (Res., 1121 Blaine Ave., South Bend), Ind.	Assoc. M. M.	Oct. 7, 1914 April 26, 1921
MORITZ, ERNEST ANTHONY. Project Mgr., U. S. Reclamation Service, Effingham, Ill.	Jun. Assoc. M. M.	Oct. 6, 1908 Jan. 4, 1910 July 11, 1921
MULLEN, CHARLES AUGUSTINE. Chf. Cons. Engr. and Director of Paving Dept., Milton Hersey Co., Ltd., 84 St. Antoine St., Montreal, Que., Canada.	Assoc. M. M.	Nov. 27, 1917 June 6, 1921
NEAL, CLARENCE ADKINS. Vice-Pres., Union Bridge & Constr. Co., 903 Sharp Bldg., Kansas City, Mo.	Jun. Assoc. M. M.	Dec. 6, 1904 Feb. 6, 1912 July 11, 1921
NEWBERY, WILLIAM FRANCIS. Engr.-Constructor (William F. Newbery Co.), 112 South 16th St., Room 801, Philadelphia, Pa.		July 11, 1921
NEWHALL, LYNTON ROSE. Plant Engr., Oakville Co., Box 360, Oakville, Conn.		July 11, 1921
O'HARA, FRANCIS JOSEPH. Cons. Engr., Water Users Bldg., Phœnix, Ariz.		July 11, 1921
OWEN, LEWIS TIPLER. Commr. of Eng. and Constr., Dept. of Public Service, 700 Nevada St., Toledo, Ohio		June 6, 1921
PALEN, ARCHIBALD E. Senior Highway Engr., U. S. Bureau of Public Roads, 301 Custom House, Denver, Colo.	Assoc. M. M.	Jan. 17, 1916 April 26, 1921
PARKER, GLENN LANE. Dist. Engr., U. S. Geological Survey, 406 Federal Bldg., Tacoma, Wash.	Assoc. M. M.	June 30, 1911 June 6, 1921
PARKER, HAROLD. Chf. Engr., United Fruit Co., 131 State St., Boston, Mass.		July 11, 1921
PERKINS, PHILO SACKETT. 43 Adelphi Ave., Providence, R. I.	Jun. Assoc. M. M.	Mar. 5, 1890 April 3, 1895 July 11, 1921
PERRY, LYNN. Asst. Prof., Hydr. and San. Eng., Lafayette Coll. (Res., 828 McCarthy St.), Easton, Pa.	Jun. Assoc. M. M.	Sept. 1, 1908 Nov. 4, 1914 June 6, 1921
PETERS, FREDERIC HATHEWAY. Dept. of the Interior, Royal Bank Chambers, Ottawa, Ont., Canada.	Assoc. M. M.	June 30, 1910 June 6, 1921
PETERSEN, EDMUND FREDERICK. Cons., Municipal and Highway Engr., Box 275, Texarkana, Ark.		April 25, 1921
PITTMAN, HARRISON VICTOR. U. S. Asst. Engr., Dam 34, Chilo, Ohio		July 11, 1921
PLACE, ARTHUR HARRINGTON. Engr., Detroit Bureau of Governmental Research, Inc., 542 Griswold St., Detroit, Mich.		June 6, 1921
PRATT, JOSEPH HYDE. Cons. Engr., Chapel Hill, N. C.		June 6, 1921
RICHARDS, CHARLES HAMILTON. Associate Engr. with J. B. Lippincott, 1104 Central Bldg., Los Angeles, Cal.		June 6, 1921
ROWE, CLARENCE SAMUEL. Acting Engr. of Bridges, Bureau of Eng., 402 City Hall, Chicago, Ill.		June 6, 1921
SANBORN, KINGSBURY. Cons. Engr., Riverside Water Co., 596 Main St., Riverside, Cal.		April 25, 1921

MEMBERS (*Continued*)

Name and address	Grade	Date of Membership.
SAVILLE, ALLEN JETER. Director of Public Works, Richmond, Va.	Assoc. M. M.	Mar. 14, 1916 April 26, 1921
SCHEDLER, CARL WILLIAM, JR. Gen. Mgr. and Secy.-Treas., Great Western Electro Chemical Co., Pittsburg (Res., 139 Hillcrest Rd., Berkeley), Cal.	Jun. Assoc. M. M.	May 2, 1911 Sept. 12, 1916 June 6, 1921
SNYDER, HUBERT EARL. Div. Engr., State Road Comm., 614 Union Trust Bldg., Parkersburg, W. Va.	Jun. Assoc. M. M.	May 2, 1911 Dec. 31, 1913 July 11, 1921
SPIKER, AUGUSTUS CLEMENTINE. Bloomfield, Mo.		June 6, 1921
SPINOSA, ARTHUR VALI. Vice-Pres. and Secy., Consolidated Expanded Metal Companies, Braddock, Pa.	Assoc. M. M.	Sept. 2, 1914 April 26, 1921
STANTON, HARRY SEEL. 1809 West Franklin St., Wilmington, Del.	Jun. Assoc. M. M.	Oct. 4, 1910 Nov. 3, 1915 April 26, 1921
STEARNS, EDWARD WORDING. Engr., J. E. Greiner & Co., 403 Fulton Bldg., Pittsburgh, Pa.		June 6, 1921
STEELE, HENDERSON WOLFRED. Civ. and Min. Engr. (South Penn Eng. Co.), Box 783, Uniontown, Pa.		July 11, 1921
STEWART, SPENCER WILSON. Pres., Stewart Eng. Corporation; Pres. and Chf. Engr., Hydr. Development Corporation; Pres., Ambursen Constr. Co., 186 Fifth Ave., New York City.	Assoc. M. M.	Mar. 14, 1916 June 6, 1921
STRINGFELLOW, HORACE. Regional Engr., Southern and Pocahontas Regions, U. S. Railroad Administration, 620 Hurley-Wright Bldg., Washington, D. C.	Assoc. M. M.	Sept. 12, 1916 April 26, 1921
TEMPLE, GEORGE FREDERICK. Engr., Joseph D. Leland, 41 Mount Vernon St., Boston, Mass.		June 6, 1921
TOLLES, FRANK CLIFTON. Supt., Bureau of Public Works., Dept. of Public Service, Delaware Bldg., Akron, Ohio.	Jun. Assoc. M. M.	May 31, 1910 Sept. 3, 1912 July 11, 1921
TRAUTWINE, JOHN CRESSON, JR. 257 South 4th St., Philadelphia, Pa.	Assoc. M.	Dec. 5, 1888 April 26, 1921
TUFTS, WILLIAM. Textile Engr., Lockwood, Greene & Co., Sudbury, Mass.	Jun. Assoc. M. M.	June 6, 1911 Nov. 4, 1914 July 11, 1921
TYLER, MAX CLAYTON. Maj., Corps. of Engrs., U. S. A., 305 Southern Bldg., Washington, D. C.		June 6, 1921
VERMEULE, CORNELIUS CLARKSON. 38 Park Row, New York City.		July 11, 1921
VON HEIDENSTAM, AUGUST VERNER HUGO. Engr. in Chf., Whangpoo Conservancy Board, Shanghai, China.		April 25, 1921
WACHTMEISTER, HANS GOTTHARD. Asst. Chf. Engr., Harbour Dept., Hjalmaregatan 2, Malmo, Sweden.		April 25, 1921
WAGNER, ALLAN JOHN. Asst. Highway Engr., California Highway Comm., Forum Bldg., Sacramento, Cal.	Assoc. M. M.	April 4, 1911 Jan. 18, 1921

MEMBERS (*Continued*)

		Date of Membership.
WALKER, HARRY BRUCE. Engr. and Member, Kansas Water Comm.; Extension Engr., Kansas State Agricultural Coll., Manhattan, Kans.	Assoc. M. M.	June 24, 1914 July 11, 1921
WARD, WALTER. Project Mgr., U. S. Reclamation Service, King Hill, Idaho.	Assoc. M. M.	May 3, 1910 April 26, 1921
WARFIELD, RALPH MERVINE. Lt.-Commander, C. E. C., U. S. N.; Aide to U. S. Military Governor of Santo Domingo, and U. S. Military Representative to Haiti, Care, Military Government of Santo Domingo, Santo Domingo, Dominican Republic	Assoc. M. M.	Sept. 5, 1911 April 26, 1921
WELLS, BERT CALVIN. City Mgr., Atchison, Kans.		July 11, 1921
WHITTEMORE, LESLIE CLIFFORD. Asst. San. Engr., The San. Dist. of Chicago, Karpen Bldg., Chicago, Ill.	Jun. Assoc. M. M.	May 3, 1910 June 24, 1914 July 11, 1921
WILLIS, ALBERT JONES. Res. Engr., State Highway Comm., Chamberlain, S. Dak.	Jun. Assoc. M. M.	June 4, 1907 Dec. 3, 1912 April 26, 1921
WINSTON, ISAAC. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Room 503, Custom House (Res., 401 West 118th St.), New York City		July 11, 1921
WOODSON, JAMES BAKER. Div. Engr., California Highway Comm., 603 Rowell Bldg., Fresno, Cal.	Assoc. M. M.	April 16, 1918 April 26, 1921
WRIGHT, RENE BARBER. Senior Highway Bridge Engr., U. S. Bureau of Public Roads, 1415 Milwaukee St., Portland, Ore.	Jun. Assoc. M. M.	Aug. 31, 1909 April 18, 1916 July 11, 1921
YEN, TE-CHING STRONG. Managing Director, Canton Hankow Ry., Wuchang, Care, Post Office, Hankow, China	Jun. Assoc. M. M.	Dec. 1, 1903 April 1, 1908 July 11, 1921

ASSOCIATE MEMBERS

ALEXIEFF, CONSTANTINE MARKIAN. Cons. Engr., 342 Madison Ave., Room 806, New York City		July 11, 1921
ALLEN, HERSCHEL HEATHCOTE. Designing Engr., J. E. Greiner & Co., 131 Fidelity Bldg., Baltimore, Md.	Jun. Assoc. M.	Nov. 3, 1915 Nov. 9, 1920
ANDREWS, GEORGE DOUGLAS. Dist. Engr., Pennsylvania Dept. of Health, 22 South 3d St., Harrisburg, Pa.		Mar. 7, 1921
BALL, JOHN WESLEY. 881 Mills Bldg., San Francisco, Cal.		July 11, 1921
BERRY, CHARLES RICHARD. Chf. Draftsman, Fay, Spofford & Thorndike, 15 Beacon St., Boston (Res., 81 Huntington Ave., Roslindale), Mass.		June 6, 1921
BILOTTA, LOUIS PAUL. Motive Power Insp., Pennsylvania System, 2802 McDowell St., N. S., Pittsburgh, Pa.		July 11, 1921
BLACKSTONE, GEORGE BLANCHARD. City Engr., Hastings, Nebr.		July 11, 1921
BOASE, ARTHUR JAMES. 2352 Ninth St., Boulder, Colo.		Mar. 7, 1921
BOONE, WESLEY WILLIAMS. Superv. Engr., Bolivar County Drainage Commrs., Cleveland, Miss.		July 11, 1921
BOSLER, HOWARD WINFIELD. Structural Engr., Percival M. Sax, 207 South Ave., Media, Pa.		June 6, 1921

ASSOCIATE MEMBERS (*Continued*) — Date of Membership.

Brooks, George Reitzle. Public Works Office, Puget Sound Navy Yard, Bremerton, Wash.		Jan. 17, 1921
Brown, Stanley Morton. 21 Flower City Park, Rochester, N. Y.		July 11, 1921
Buck, John Edward. 11 Brown Ave., St. Albans, Vt.		Mar. 7, 1921
Burn, Walter Pierron. Care, Tide Water Oil Co., 11 Broadway, New York City		Nov. 9, 1920
Byers, James Elliott. Designing Engr., Burns & McDonnell, 402 Interstate Bldg., Kansas City, Mo.		June 6, 1921
Carver, Arthur Richmond. Div. Engr., B. & O. R. R., 1362 East 95th St., Cleveland, Ohio		Jan. 17, 1921
Case, Egbert De Forest. Vice-Pres. and Gen. Mgr., The Pitometer Co., 50 Church St., New York City		July 11, 1921
Clancy, Phillip Windsor. Const. Engr., Beatrice Power Co., 615 North 7th St., Beatrice, Nebr.		Dec. 6, 1920
Cleary, John Belford. Head, Civ. Eng. Div., Field Eng. Dept., The Midwest Refining Co., Box 562, Casper, Wyo.	Jun. Assoc. M.	Sept. 9, 1919 June 6, 1921
Clunan, Albert Brett. Asst. Mgr. of Purchases, The J. G. White Eng. Corporation, 43 Exchange Pl., Room 2210, New York City		April 25, 1921
Collins, William Henry. Cons. Engr. for City of Decatur, 223 Millikin Bldg., Decatur, Ill.		June 6, 1921
Craib, William Gibson. Junior Engr., U. S. Engr. Dept., 54 Westchester Ave., Rochester, N. Y.		June 6, 1921
Crossman, Ralph Stuart. Prof., Civ. Eng., Des Moines Coll., 3415 Fourth St., Des Moines, Iowa		June 6, 1921
Cummings, John Leflore. Div. Engr., M. & O. R. R., Box 588, Meridian, Miss.		April 25, 1921
Da Camara, William Harley, Jr. 1818 Fairfax Ave., Cincinnati, Ohio		June 6, 1921
Dean, Harold Reynolds. 663 Myrtle Ave., Albany, N. Y.		Mar. 7, 1921
Deering, Edward Malon. Asst. Engr., Bureau of Eng., City Hall, Yonkers, N. Y.		Nov. 9, 1920
Donlen, Daniel Raymond. Field Engr., Portland Cement Assoc., 4340 Marcy St., Omaha, Nebr.		Mar. 7, 1921
Donnelly, Warren Clark. Res. Engr., C. W. Leavitt, 448 South Columbus Ave., Mount Vernon, N. Y.		Mar. 7, 1921
Douglass, Glenn Drury. Chf. Engr., Lund & Hill, 610 West 14th St., Little Rock, Ark.		Jan. 17, 1921
Doyne, Max Harry. Senior Asst. Engr., C. E. Smith & Co., 2073 Railway Exchange Bldg., St. Louis, Mo.	Jun. Assoc. M.	Jan. 19, 1920 June 6, 1921
Dunn, Charles Putnam. Asst. Engr., Hydr. and Structural Design, Skagit River Power, 2515 First Ave., West, Seattle, Wash.		April 25, 1921
Eickelberg, Ernest Werner. With U. S. Coast and Geodetic Survey, Washington, D. C.		April 25, 1921
Engle, Francis George. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Care, U. S. S. *Natoma*, Ferry P. O., San Francisco, Cal.		July 11, 1921

ASSOCIATE MEMBERS (*Continued*)

		Date of Membership.
ESTES, ASHBY DAWSON. 33 West 51st St., New York City......		Mar. 7, 1921
FENTON, JOHN WYCKOFF. Head, Sales Section, Div. of Supply and Sales, U. S. Shipping Board, Emergency Fleet Corporation, Navy Bldg. (Res., The Portner, Apartment 155), Washington, D. C......................................		April 25, 1921
FORTENBAUGH, JOHN WARREN. Dist. Engr., Pennsylvania State Dept. of Health, 1815 North 2d St., Harrisburg, Pa........		June 6, 1921
FOSTER, CHARLES CLARENCE. Supt. of Constr., Wabash Engrs'. Camp, R. D. No. 2, Hanlin Station, Pa...................		Mar. 7, 1921
FOSTER, WILLIAM FLOYD. (The Smith-Foster Co.), 701 Commercial Bldg., Dayton, Ohio................................		June 6, 1921
GAERTNER, OTTO. With McKim, Mead & White, 101 Park Ave., New York City....................................		April 25, 1921
GUPTILL, JOSEPH RICKER. Structural Engr. and Draftsman, Standard Oil Co., 451 Twenty-eighth St., Oakland, Cal.....................	Jun. Assoc. M.	Sept. 11, 1917 June 6, 1921
HAGEMAN, EARL LIVINGSTON. County Engr., Chase County, Cottonwood Falls, Kans....................................		Nov. 9, 1920
HALLETT, JAMES TILFORD. Asst. Engr., Indiana State Highway Comm., 16 North Colorado Ave., Indianapolis, Ind..........		July 11, 1921
HAMMOND, ASA COOK. 70 East 45th St., Room 3054, New York City.		June 6, 1921
HANSON, GUSTAVE ADOLPH. Engr., G. A. Miller, Box 2043, Tampa, Fla.		July 11, 1921
HAWKINS, EDGAR LEANDER. Asst. and Pilot Engr., So. Pac. Ry., 921 Southern Pacific Bldg., Houston, Tex................		Dec. 6, 1920
HAWLEY, JEAN HODGKINS. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, 202 Burke Bldg., Seattle, Wash..		April 25, 1921
HESLOP, PAUL LOVERIDGE. With J. B. Campbell Co., Bourse Bldg., Philadelphia, Pa................	Jun. Assoc. M.	June 23, 1916 July 11, 1921
HINKLE, WALTER BERKELEY. Civ. and Hydr. Engr., 317 Chamber of Commerce Bldg., Portland, Ore..........................		April 25, 1921
HOME, ALVA EARL. Care, Black & Veatch, Mutual Bldg., Kansas City, Mo..		April 25, 1921
HOPKINS, WILLIAM TRENHOLM. Asst. Engr., Dept. of Bridges, P. & R. Ry., Reading Terminal (Res., 5333 Germantown Ave.), Philadelphia, Pa....	Jun. Assoc. M.	Nov. 27, 1917 April 25, 1921
HORTON, REUBEN HARLAND. 4001 Woodland Ave., Philadelphia, Pa.		Mar. 7, 1921
HOUGH, LAURENCE COOPER. Engr., Pitometer Co., 12 Hemenway St., Boston 17, Mass..............................		July 11, 1921
HOVER, LELAND PROSEUS. Supt., Jarrett-Chambers Co., Inc., 10418 Eighty-eighth Ave., Richmond Hill, N. Y..................		July 11, 1921
HOWELL, BEAUDRIC LAFITTE. (David J. Howell & Son), Union Trust Bldg., Washington, D. C............................		June 6, 1921
INGLE, CHARLES HASKILL. 122 North 19th St., Philadelphia, Pa.		April 25, 1921
ISABELLA, NICHOLAS MICHAEL. First Asst. Div. Engr., Wisconsin Highway Comm., 121 South Hamilton St., Madison, Wis..		April 25, 1921
JABLONSKY, ROY WRENSHOW. Associate County Highway Engr., Missouri State Highway Dept., Highway Engr.'s Office, Clayton, Mo..		June 6, 1921

ASSOCIATE MEMBERS (*Continued*)

		Date of Membership.
JOHNSON, JAMES MOUNT. Mgr., San Antonio Branch Office, Truscon Steel Co., 101 Yale Ave., San Antonio, Tex		April 25, 1921
JOHNSTON, GUY ROBERT. Office Engr., R. V. Glenn, Court House, Fort Worth, Tex		July 11, 1921
JOHNSTONE, EDMUND DURYEA. Asst. Engr., Board of Engrs., Jersey City Development and Plans, City Hall, Room 54, Jersey City, N. J		June 6, 1921
JONES, HARVEY P. With Fuller & McClintock, 319 Summit Cherry Bldg. (Res., 2041 Putnam St.), Toledo, Ohio		June 6, 1921
JONES, LUTHER RUSSELL. Engr., Gulf Refining Co., Girard Point, Philadelphia, Pa		June 6, 1921
KEIL, EDWIN DEWITT. Chf. Deputy County Engr., 2210 Scottwood Ave., Toledo, Ohio		July 11, 1921
KENDALL, THEODORE REED. Eng. Editor, *The American City*, Tribune Bldg., New York City (Res., 303 South Broadway, South Nyack, N. Y.)		April 25, 1921
KILLMER, MILES ISRAEL. Asst. Engr., New York and New Jersey Bridge and Tunnel Commissions, 23 Harvard St., East Orange, N. J		July 11, 1921
KIRSCHNER, CHARLES. Asst. Field Engr., Board of Commrs., Port of New Orleans, 1327 Esplanade Ave., New Orleans, La	Jun. Assoc. M.	Aug. 31, 1915 June 6, 1921
LACAZETTE, ALFRED AQUILINE. Care, Standard Oil Co. of Brazil, Rio de Janeiro, Brazil		June 6, 1921
LIBBERTON, JESSE HERBERT. Sales Engr., General Chemical Co., 25 Broad St., New York City	Assoc. Assoc. M.	April 19, 1920 April 26, 1921
LINDLEY, HARRY EDMUND. 144 Candler St., Atlanta, Ga		April 25, 1921
LUND, GABRIEL EMANUEL. Field Engr., The West India Sugar Finance Corporation, Cayo Mambi, Oriente, Cuba		April 25, 1921
MCBRIDE, IRWIN CALDWELL. Chf. Engr., The Guanajuato Power & Elec. Co., Apartado 50, Guanajuato, Mexico		June 6, 1921
MCCORMICK, JAMES ROSSA. 31 East Walnut Lane, Germantown, Philadelphia, Pa		Dec. 6, 1920
MCDONALD, FREDERICK HONOUR. Associated with Lockwood, Greene & Co., 1530 Healey Bldg., Atlanta, Ga		July 11, 1921
MCKIBBEN, THEODORE HENRY. Chf. Pilot Engr., A. T. & S. F. Ry., 719 West Euclid Ave., Topeka, Kans		July 11, 1921
MANTICA, ALBERT JOSEPH. 607 Dickson Bldg., Norfolk, Va		July 11, 1921
MATTHEW, RAYMOND. Engr., Fred H. Tibbetts, 1320 Alaska Commercial Bldg., San Francisco, Cal.	Jun. Assoc. M.	May 31, 1916 April 25, 1921
MATTISON, GEORGE CARL. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Washington, D. C		April 25, 1921
MERSHON, EDWARD JAMES. Engr., Pittsburgh-Des Moines Steel Co., 807 Curry Bldg., Pittsburgh, Pa		June 6, 1921
MILLER, CHARLES WALTER. Field Purchasing Agt., The Bartlett Hayward Co., 1022 West Lanvale St., Baltimore, Md		July 11, 1921
MILLER, ORRIS JOSEPH. Civ. and Hydr. Engr., Tennessee Power Co., 1424 Hamilton National Bank Bldg., Chattanooga, Tenn.		June 6, 1921

ASSOCIATE MEMBERS (*Continued*)

		Date of Membership.
MOLINA, JUAN GABRIEL. Prof. of Math., Universidad Ybero-Americana, 59-447, Merida, Yucatan, Mexico		Jan. 17, 1921
MOSLEY, ALLEN WALTER. Liberty, Mo		April 25, 1921
MOYER, TILGHMAN HUBER. Pres. and Gen. Mgr., Tilghman-Moyer Co., 824 Hamilton St., Allentown, Pa		July 11, 1921
MUENSTER, ROLAND AUGUST. 1720 Richardson St., Dallas, Tex	Jun. Assoc. M.	Mar. 13, 1917 April 25, 1921
MULLERGREN, ARTHUR LEONARD. Cons. Engr. (Benham & Mullergren), 8th Floor, Firestone Bldg., Kansas City, Mo		Jan. 17, 1921
MYERS, CLARENCE EUGENE. Engr. of Constr., State Highway Dept., Room 232, City Hall, Philadelphia, Pa		Jan. 17, 1921
NAKAKURA, SENICHIRO. No. 9, Sojuro-Cho, Kyobashi-Ku, Tokyo, Japan		April 25, 1921
NAYLOR, FLOYD REED. Asst. Engr., T. & P. Ry., Room 1003, T. & P. Bldg., Dallas, Tex		April 25, 1921
NELSON, ALBERT LEONARD. 741 Peters Trust Bldg., Omaha, Nebr		Mar. 7, 1921
OBER, CHESTER HOWARD. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Washington, D. C		July 11, 1921
OCKERT, FREDERICK WILLIAM. 254 West 104th St., New York City	Jun. Assoc. M.	Dec. 31, 1913 June 6, 1921
PARKHURST, ROGER WILLIAMS. Care, The Barber Asphalt Paving Co., 1609 Woolworth Bldg., New York City		April 25, 1921
PARSONS, MAURICE. Hydr. and Superv. Engr., Lockwood, Greene & Co., Healey Bldg., Atlanta, Ga		Jan. 17, 1921
PEACOCK, FREDERIC LOCKWOOD. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, 202 Burke Bldg., Seattle, Wash		June 6, 1921
PEARCE, FRANK DEVERNE. Gen. Mgr., Ideal Sand & Gravel Co., Inc., Mason City, Iowa		June 6, 1921
PENROSE, CHARLES. Asst. Gen. Mgr., Day & Zimmermann, Inc., 611 Chestnut St., Philadelphia, Pa		June 6, 1921
PEREIRA, ARMANDO DE ARRUDA. Engr. and Technical Mgr., Companhia Frigorifica de Santos and Companhia Frigorifica e Pastoril, 23 Rua Sabara, São Paulo, Brazil	Jun. Assoc. M.	Jan. 15, 1917 April 25, 1921
POSEY, MASON ELI SAUNDERS. Div. Engr., Dept., State Roads and Highways, Ashland, Ky		July 11, 1921
PRADAS DE LATORRE, ARMANDO CARLOS. Engr. in Chg. of Design of Paving and Sewerage, City of Camaguey, Dept. of Public Works, Apartado 483, Camaguey, Cuba		April 25, 1921
ROGERS, FRANKLIN. With Lockwood, Greene & Co. 118 North La Salle St., Room 723, Chicago (Res., 501 Elder Lane, Winnetka), Ill		June 6, 1921
ROLLINGS, CHARLES SMITH. 1708 Greenleaf Ave., Chicago, Ill		June 6, 1921
ROOT, CHARLES WALTER. 432 Society for Savings Bldg., Cleveland, Ohio		June 6, 1921
ROTH, ALBERT. Associated with Clarence W. Hubbell, 2348 Penobscot Bldg., Detroit, Mich		July 11, 1921

ASSOCIATE MEMBERS (*Continued*) — Date of Membership.

ROWLAND, JOHN HARVEY. Res. Mgr., The Phœnix Iron Co. and The Phœnix Bridge Co., 132 Nassaau St., New York City.... Mar. 7, 1921
RUSSELL, JOHN MANNING. Engr.-Accountant, B. & O. R. R., 2500 Ellamont Ave., Baltimore, Md.......................... July 11, 1921
SCHIEBER, OLIVER JAY. Production Engr., Southern California Edison Co., Big Creek, Cal.............................. April 25, 1921
SCOTT, THOMAS. With Lockwood, Greene & Co., 1530 Healey Bldg., Atlanta, Ga.. April 25, 1921
SELLS, CHARLES HARVEY. Asst. County Engr., Westchester County, 15 East Franklin St., Tarrytown, N. Y.................. June 6, 1921
SENIOR, RICHARD LORENZO. 73 Coligni Ave., New Rochelle, N. Y.. July 11, 1921
SHANOR, PAUL GLADSTONE. 241 East Third St., Elyria, Ohio...... April 25, 1921
SHEARER, WILLIAM. Care, U. S. Engrs., Room 322, Ochsner Bldg., Sacramento, Cal....................................... July 11, 1921
SIEMS, FREDERICK BERNHARD THEODORE. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Washington, D. C. .... July 11, 1921
SILSBEE, NORWOOD. Draftsman and Office Engr., Natomas Co. of California, 2009 N St., Sacramento, Cal.................. July 11, 1921
SJOLANDER, NILS OTTO. Res. Engr., Federal Aid Projects, Iowa State Highway Comm., Elkader, Iowa...................... Jan. 17, 1921
SMITH, CLARENCE EDWIN HENRY. Dist. Engr., Pennsylvania State Highway Dept., 523 Hamilton Pl., Room 3, Allentown, Pa. July 11, 1921
SMITH, EARL ALBERT. Pres., The Smith-Foster Co., 701 Commercial Bldg., Dayton, Ohio................................ June 6, 1921
SMITH, REYNOLDS BELDEN. Supt. of Constr.; Works Engr., Whitaker-Glessner Co. (Res., 1909 Timmonds Ave.), Portsmouth, Ohio .... June 6, 1921
SOMERS, ROBERT TEETERS. Production Engr., Pittsburgh-Des Moines Steel Co., 3502 Schaffer Pl., South Hills Branch, Pittsburgh, Pa. .... June 6, 1921
STEWART, CARL MORRELL. Works Mgr., The Consolidated Expanded Metal Cos., 7701 Cannon St., Swissvale, Pittsburgh, Pa... July 11, 1921
STICKEL, WILLIAM AUGUSTUS. Asst. County Engr., Essex County, 1035 Hunterdon St., Newark, N. J........................ July 11, 1921
STOECKER, WILLIAM. City Engr., City Hall, Webster Groves, Mo... July 11, 1921
STONE, RIED HERRICK. Analysis Engr., C. M. & St. P. Ry., 735 Prairie Ave., Wilmette, Ill............................ April 25, 1921
STRANG, JOHN ARTHUR. Capt., Corps of Engrs., U. S. A., 2d Engrs., Camp Travis, Tex................................ July 11, 1921
STRONG, HENRY TAFT. Asst. Engr., Board of Public Works, City Hall, Pittsfield, Mass................................ Jan. 17, 1921
UNGER, GEORGE FREDERICK. Senior Draftsman and Asst. Engr., City Planning Committee, 328 Prudential Bldg., Buffalo, N. Y... Jan. 17, 1921
WALKER, JOSEPH DORROH. Engr.-Contr. (Kelly-Walker & Kaufman), Minter City, Miss.................................. June 6, 1921
WALSER, DANIEL CHARLES. Designer and Asst. Hydr. Engr., Aluminum Co. of America, 2400 Oliver Bldg., Pittsburgh, Pa. Mar. 7, 1921

ASSOCIATE MEMBERS (*Continued*)

Date of Membership.

WATERBURY, LEWIS CLEMENT. Chf. Estimator and Cost Engr., Tide Water Oil Co., 177 Forest Ave., Tompkinsville, N. Y. . . April 25, 1921

WATSON, CHARLES DAVID. Eng. Mgr., The Watson Eng. Co., 4614 Prospect Ave., Cleveland, Ohio . . . . June 6, 1921

WEED, FREDERICK HARRISON. 32 Summit Ave., East Lynn, Mass. . . June 6, 1921

WEEKS, FRANK RUSSELL. Maj., Corps of Engrs., U. S. A., Fort Crook, Nebr . . . . Nov. 9, 1920

WELLES, THEODORE LADD, JR. Supt. of Constr., Crowell & Little Constr. Co., 1951 East 57th St. (Res., 1966 East 83d St.), Cleveland, Ohio . . } Jun. Feb. 4, 1914; Assoc. M. Jan. 17, 1921

WHEAT, JOHN JAMES. Asst. Engr., Magnolia Petroleum Co., 412 Austin St., Beaumont, Tex . . . . April 25, 1921

WIDDICOMBE, STACEY HARRISON. Contr. Engr., Shoemaker-Satterthwait Bridge Co., 250 Second Ave., Phœnixville, Pa . . . . } Jun. Mar. 12, 1918; Assoc. M. April 25, 1921

WILBURN, JOSEPH GUSTAVUS. Engr.-Draftsman, Lockwood, Greene & Co., 1530 Healey Bldg., Atlanta, Ga . . . . April 25, 1921

WILLIAMSON, GEORGE MORRISON. 208 Van Cortlandt Park Ave., Yonkers, N. Y . . . . Jan. 19, 1920

WOLF, ERNEST LAVERNE. Topographical and Sub-surface Draftsman, U. S. Navy Yard, Mare Island, Public Works Dept., Box 684, Vallejo, Cal . . . . Jan. 17, 1921

WORTHY, RAY BONNER. Asst. Engr., Braden Copper Co., Rancagua, Chile . . . . April 25, 1921

WRENN, OWEN ZELOTES. Asst. Engr., Southern Eng. Co., 503 Realty Bldg., Charlotte, N. C . . . . Jan. 17, 1921

YANT, RAYMOND CLIFF. Chf. Engr., Hugh Murphy Const. Co., 118 South 49th Ave., Omaha, Nebr . . . . July 11, 1921

ASSOCIATES

WINSLOW, RAYMOND LITCH. Pres., The R. L. Winslow Co., Inc., 280 Madison Ave., New York City . . . . June 6, 1921

JUNIORS

BARBER, WILLIAM THOMAS EDWARD. Care, Western Waterproofing Co., Inc., 103 Park Ave., New York City . . . . June 6, 1921

CURREY, LOUIS ROBERT, JR. Designing Engr., Freeland & Roberts, 1212 Independence Life Bldg., Nashville, Tenn . . . . July 11, 1921

DICK, ALBERT. 254 East 7th St., New York City . . . . Jan. 17, 1921

EVANS, JOHN MARSHALL. With Standard Oil Co. of California, 701 Standard Oil Bldg., San Francisco, Cal . . . . June 6, 1921

GORISSE, CURTIS BUTTZ. 430 Roe St., Paterson, N. J . . . . June 6, 1921

GREEN, JOHN SINGLETON, JR. 76 Haydn Ave., Whitworth Park, Manchester, England . . . . April 25, 1921

HAWKS, MONTGOMERY WADDELL. Asst. Cost Engr., Southern California Edison Co., Big Creek, Cal . . . . July 11, 1921

HESS, RAYMOND EDWARD. Asst. to Secy., Am. Soc. for Testing Materials, 107 Wyoming Ave., Philadelphia, Pa . . . . June 6, 1921

JUNIORS (*Continued*)

	Date of Membership.
KEREKES, FRANK. Asst. Prof., Civ. Eng., Iowa State Coll., Ames, Iowa	June 6, 1921
KLEINKNECHT, GEORGE. 17 Twenty-first St., West New York, N. J.	April 25. 1921
LOBOS, FRANCISCO. Care, Braden Copper Co., Caletones, Rancagua, Chile	Mar. 7, 1921
MARTIN, PERCIVAL ARTHUR. Asst. Civ. Engr., State Board, Taxes and Assessments, Trenton. (Res., 18 Mt. Prospect Pl., Newark), N. J.	Jan. 17, 1921
PARSONS, CHARLES WARREN. Engr., National Board of Fire Underwriters, Rye, N. H.	June 6, 1921
STANNARD, GRANT AARON. Engr., Grant Fulton & Letton, 505 Bankers Life Bldg., Lincoln, Nebr.	July 11, 1921
STEINMETZ, WILLIAM JOHN. 5200 Hollywood Boulevard, Hollywood, Cal.	Dec. 6, 1920
THOMAS, JOSEPH ALBERT. Care, Manila Elec. Co., 134 San Marcelino, Manila, Philippine Islands	Nov. 9, 1920
TOLER, JAMES PUTNAM, JR. Asst. Engr., Crescent Portland Cement Co., Wampum, Pa.	June 6, 1921
WARWICK, HENRY CAPERTON. Junior Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Washington, D. C.	July 11, 1921
WEBER, KARL BOROMAEUS. 23 Mawhinney St., Oakland Station, Pittsburgh, Pa.	June 6, 1921

REINSTATEMENTS

MEMBERS

	Date of Reinstatement
TURNER, WILLIAM SAVAGE	April 26, 1921

RESIGNATIONS

MEMBERS

	Date of Resignation.
BROWN, ELLIOT CHIPMAN	June 6, 1921
MCCORMICK, HERBERT GRANVILLE	June 6. 1921
WOODWORTH, ROBERT BELL	Dec. 31, 1920

JUNIORS

PIODA, FERNANDO CHARLES	June 6, 1921

DEATHS

ANDREWS, DAVID HERBERT. Elected Member September 2d, 1885; died February 24th, 1921.

BURKETT, JOSEPH MILLER. Elected Associate Member, May 28th, 1912; died April 14th, 1921.

CLARKE, ELIOT CHANNING. Elected Member, September 4th, 1878; died May 4th, 1921.

CLARKE, THOMAS CURTIS. Elected Member, May 4th, 1909; died May 25th, 1921.

DEATHS—(*Continued*)

COGSWELL, WILLIAM BROWN. Elected Associate, February 15th, 1871; Member, October 16th, 1872; died June 7th, 1921.

DAGGETT, FRED WALLIS. Elected Associate Member, May 1st, 1907; died May 10th, 1921.

ELBURY, THOMAS GEORGE. Elected Associate Member, May 6th, 1908; died July 6th, 1921.

GILLESPIE, RICHARD HENWOOD. Elected Associate Member, October 3d, 1900; Member, June 5th, 1906; died July 15th, 1921.

GRADY, JOHN EDWARD. Elected Associate Member, December 6th, 1905; died May 19th, 1921.

GRAHAM, EDGAR MILLER. Elected Associate Member, October 5th, 1909; died May 14th, 1921.

HART, ARTHUR JOHN. Elected Associate Member, October 14th, 1919; died June 26th, 1920.

HUNT, ARON LANCASTER. Elected Member, November 26th, 1918; died July 4th, 1921.

LYNDE, HARRY MILTON. Elected Junior, April 4th, 1911; Associate Member, April 1st, 1914; died May 17th, 1921.

MACKENZIE, JAMES RICHARD DONALD. Elected Associate, June 1st, 1920; died January 25th, 1921.

PERKINS, EDMUND TAYLOR. Elected Member, December 3d, 1902; died May 21st, 1921.

SEARLES, WILLIAM HENRY. Elected Member, July 2d, 1873; died April 23d, 1921.

TUDBURY, WARREN CHAMBERLAIN. Elected Associate Member, June 1st, 1909; Member, March 12th, 1918; died May 18th, 1921.

WALLACE, JOHN FINDLEY. (*Past-President*) Elected Member, June 2d, 1886; died July 3d, 1921.

WILSON, JOHN. Elected Member, March 2d, 1915; died June 28th, 1921.

YEO, WILLIAM ALBERT. Elected Junior, October 1st, 1907; Associate Member, November 27th, 1917; died April 22d, 1921.

Total Membership of the Society, August 2d, 1921, 10 115.

MONTHLY LIST OF RECENT ENGINEERING ARTICLES OF INTEREST

(May 1st to August 1st, 1921)

NOTE.—*This list is published for the purpose of placing before the members of this Society the titles of current engineering articles, which can be referred to in any available engineering library, or can be procured by addressing the publication directly, the address and price being given wherever possible.*

LIST OF PUBLICATIONS

In the subjoined list of articles, references are given by the number prefixed to each journal in this list.

(2) *Journal*, Engrs. Club of Phila., Philadelphia, Pa.
(3) *Journal*, Franklin Inst., Philadelphia, Pa., 50c.
(4) *Journal*, Western Soc. of Engrs., Chicago, Ill., 50c.
(5) *Journal*, Eng. Inst. of Canada, Montreal, Que., Canada.
(6) *Journal*, Am. Inst. of Archts., Washington, D. C., 50c.
(7) *Gesundheits Ingenieur*, Munich, Germany.
(8) *Stevens Indicator*, Hoboken, N. J., 50c.
(9) *Industrial Management*, New York City, 25c.
(11) *Engineering* (London), W. H. Wiley, 432 Fourth Ave., New York City, 25c.
(12) *The Engineer* (London), International News Co., New York City, 35c.
(13) *Engineering News-Record*, New York City, 25c.
(15) *Railway Age*, New York City, 15c.
(16) *Engineering and Mining Journal*, New York City, 15c.
(17) *Electric Railway Journal*, New York City, 10c.
(18) *Railway Review*, Chicago, Ill., 15c.
(19) *Scientific American Monthly*, New York City, 10c.
(20) *Iron Age*, New York City, 20c.
(21) *Railway Engineer*, London, England, 1s. 2d.
(22) *Iron and Coal Trades Review*, London, England, 6d.
(24) *American Gas Journal*, New York City, 10c.
(25) *Railway Mechanical Engineer*, New York City, 20c.
(26) *Electrical Review*, London, England, 4d.
(27) *Electrical World*, New York City, 10c.
(28) *Journal*, New England Water-Works Assoc., Boston, Mass., $1.
(29) *Journal*, Royal Soc. of Arts, London, England, 6d.
(30) *Annales des Travaux Publics de Belgique*, Brussels, Belgium.
(31) *Annales* de l'Assoc. des Ingenieurs Sortis des Ecoles Speciales de Gand, Brussels, Belgium.
(32) *Memoires et Compte Rendu des Travaux*, Soc. Ing. Civ. de France, Paris, France.
(33) *Le Génie Civil*, Paris, France, 1 fr.
(36) *Cornell Civil Engineer*, Ithaca, N. Y.
(40) *Zentralblatt der Bauverwaltung*, Berlin, Germany, 60 pfg.
(41) *Elektrotechnische Zeitschrift*, Berlin, Germany.
(42) *Journal*, Am. Inst. Elec. Engrs., New York City, $1.
(43) *Annales des Ponts et Chausées*, Paris, France.
(45) *Coal Age*, New York City, 15c.
(46) *Scientific American*, New York City, 15c.
(47) *Mechanical Engineer*, Manchester, England, 3d.
(48) *Zeitschrift*, Verein Deutscher Ingenieure, Berlin, Germany.
(49) *Zeitschrift für Bauwesen*, Berlin, Germany.
(50) *Stahl und Eisen*, Düsseldorf, Germany.
(53) *Zeitschrift*, Oesterreichischer Ingenieur und Architekten-Verein, Vienna, Austria, 70h.
(54) *Transactions*, Am. Soc. C. E., New York City, $16.
(55) *Mechanical Engineering:* Journal, Am. Soc. M. E., New York City, 35c.
(56) *Transactions*, Am. Inst. Min. and Metallurgical Engrs., New York City, $6.
(57) *Colliery Guardian*, London, England, 5d.
(58) *Proceedings*, Engrs.' Soc. of W. Pa., 2511 Oliver Bldg., Pittsburgh, Pa., 50c.
(59) *Proceedings*, American Water Works Assoc., Troy, N. Y.
(60) *Municipal and County Engineering*, Indianapolis, Ind., 25c.
(61) *Proceedings*, Western Railway Club, 225 Dearborn St., Chicago, Ill., 25c.
(62) *Forging and Heat Treating*, Thaw Bldg., Pittsburgh, Pa., 10c.
(63) *Minutes of Proceedings*, Inst. C. E., London, England.
(64) *Power*, New York City, 10c.
(65) *Official Proceedings*, New York Railroad Club, Brooklyn, N. Y., 15c.
(67) *Cement and Engineering News*, Chicago, Ill., 25c.
(69) *Eisenbau*, Leipzig, Germany.
(71) *Journal*, Iron and Steel Inst., London, England.
(71*a*) *Carnegie Scholarship Memoirs*, Iron and Steel Inst., London, England.
(72) *American Machinist*, New York City, 15c.
(73) *Electrician*, London, England, 1s.
(75) *Proceedings*, Inst. of Mech. Engrs., London, England.
(77) *Journal*, Inst. Elec. Engrs., London, England, 5s.
(78) *Beton und Eisen*, Vienna, Austria.
(80) *Tonindustrie Zeitung*, Berlin, Germany.
(83) *Gas Age*, New York City, 15c.
(85) *Proceedings*, Am. Ry. Eng. Assoc., Chicago, Ill.
(86) *Engineering and Contracting*, Chicago, Ill., 10c.
(87) *Railway Maintenance Engineer*, Chicago, Ill., 10c.
(88) *Bulletin* of the International Ry. Congress Assoc., Brussels, Belgium.
(89) *Proceedings*, Am. Soc. for Testing Materials, Philadelphia, Pa., $5.
(90) *Transactions*, Inst. of Naval Archts., London, England.
(91) *Transactions*, Soc. of Naval Archts. and Marine Engrs., New York City.
(92) *Bulletin*, Soc. d'Encouragement pour l'Industrie Nationale, Paris, France.
(96) *Canadian Engineer*, Toronto, Ont., Canada, 10c.
(98) *Journal*, Engrs. Soc. of Pa., Harrisburg, Pa., 30c.

(99) *Proceedings*, Am. Soc. of Municipal Improvements, New York City, $2.
(100) *Military Engineer:* Journal of the Society of American Military Engineers, Washington, D. C., 75c.
(103) *Mining and Scientific Press*, San Francisco, Cal., 10c.
(105) *Chemical and Metallurgical Engineering*, New York City, 25c.
(106) *Transactions*, Inst. of Min. Engrs., London, England, 6s.
(107) *Schweizerische Bauzeitung*, Zürich, Switzerland.
(109) *Journal*, Boston Soc. C. E., Boston, Mass., 50c.
(111) *Journal of Electricity and Western Industry*, San Francisco, Cal., 25c.
(113) *Proceedings*, Am. Wood Preservers' Assoc., Baltimore, Md.
(114) *Journal*, Institution of Municipal and County Engineers, London, England, 1s. 6d.
(115) *Journal*, Engrs. Club of St. Louis, St. Louis, Mo., 35c.
(116) *Blast Furnace and Steel Plant*, Pittsburgh, Pa., 15c.
(117) *Engineering World*, Chicago, Ill.
(118) *Times Engineering Supplement*, London, England, 2d.
(119) *Landscape Architecture*, Harrisburg, Pa., 50c.
(120) *Automotive Industries*, New York City, 15c.
(121) *Proceedings*, Am. Concrete Inst., Boston, Mass.
(122) *The Dock and Harbour Authority*, London, England, 1s. 6d.

LIST OF ARTICLES

Bridges.

The Economics of Steel Arch Bridges.* J. A. L. Waddell. (54) Vol. 83, 1919–1920.
A Novel Method of Repairing a Swing Bridge.* Herbert C. Keith. (54) Vol. 83, 1919–1920.
A Simple Method of Computing Deflections of a Cable Span Carrying Multiple Loads Evenly Spaced.* F. C. Carstarphen. (54) Vol. 83, 1919–1920.
Revision of the Niagara Railway Arch Bridge.* Charles Evan Fowler. (54) Vol. 83, 1919–1920.
Evolution of Bridge Design.* Charles Evan Fowler. (4) Nov. 1920.
Army Pontoon Equipage Meets an Emergency of Peace Time.* J. B. LaGuardia. (100) May–June.
The Bridges of Paris.* Carl L. Rimmele. (100) May–June.
Practical Methods of Waterproofing. (Railroad Bridges).* A. S. Harrison. (87) May.
The Application of Tables of Equivalent Uniformly Distributed Loads to Square and Skew Bridges Respectively.* Conrad Gribble. (21) May.
New Concrete Arch Survives Washout of Centers. C. Leland Wood. (13) May 12.
Victoria Concrete Arch and Viaduct, Guelph, Ont.* A. W. Connor. (96) May 12.
Practical Features of the Design and Construction of Highway Bridges. A. F. Gordon. (Paper read before Highway Eng. Conference.) (96) May 12.
Long Arch Bridge Built of Slag Concrete.* W. C. Fry, Jr. (13) May 19.
Design and Construction of Foundations for Highway Bridges. L. N. Edwards. (From *Public Roads*.) (86) May 25.
Planning for Hudson River Bridge at New York City.* (13) May 26.
Roosevelt Road Viaduct, Chicago.* Morris Grodsky. (117) June.
A Study in Magnitude.* J. Bernard Walker. (46) June 4.
A Short Method for Swing Bridge Calculations.* Charles A. Ellis. (13) June 9.
Filling High Viaducts on the Philadelphia & Reading Ry.* Percival S. Baker. (13) June 16.
Economic Proportions of Plate Girder Viaducts.* H. J. Kesner. (86) June 22.
Engineering Studies for Philadelphia-Camden Bridge.* (13) June 23.
Construction of Substructure for Platte River Bridge.* J. H. Merriam. (13) June 23.
Lake Shore Road Bridge at Grand Bend, Ont., Replaced.* F. M. Brickenden. (96) June 30.
The Allegheny Railway Bridge.* (21) July.
The Classification and Maintenance of Old Railroad Bridges.* C. F. Loweth. (4) July.
Double-Drum and Cantilever Arches.* Daniel B. Luten. (117) July.
Concrete Highway Bridge Floors.* (117) July.
Bridging the Delaware at Philadelphia.* (46) July 2.
Great Alaskan Bridge Built During Coldest Weather.* (15) July 16.
A Proposed Bridge Across the Hudson River at New York City.* (15) July 16.
The Susitua River Bridge: Alaska Government Railway.* (13) July 21.
Les Ponts a Grandes Porties en Beton Armé, Passerelle de 56 Mètres, Systéme Vierendeel à la Louvière (Belgique).* (Wide-Span Reinforced-Concrete Bridges, Vierendeel System 56-Meter Foot Bridge at Louvière (Belgium).) A. Vierendeel. (33) April 16.
Die Wiederherstellung der Brücke über die Rupel bei Boom.* (Rebuilding of the Bridge Over the Rupel at Boom.) (48) Dec. 11, 1920.
Die St. Vincent-Brücke bei Santos (Brasilien).* (The St. Vincent Bridge at Santos (Brazil).) C. Winterkamp. (48) Jan. 1.
Verbindung von Balken und Bögen.* (Combining Girders and Arches.) Th. Hosch. (48) Mar. 5.
Seitensteifigkeit offener massiver Bogenbrücken.* (Lateral Stiffness of Open Massive Arch Bridges.) A. Ostenfeld. (107) Serial beginning Apr. 9.

Electrical.

The Transition from Manual to Automatic Switching of Telephone Traffic in Large Metropolitan Network.* Fred L. Baer. (4) Dec., 1920.
Research on the Heating of Buried Cables.* (Report received from British Elec. and Allied Industries Research Assoc.) (77) Feb.
The Mean Error of an Electricity Meter.* G. W. Stubbings. (77) Mar.
The Transmission of Electric Waves Along Wires: A Vector Method Involving Only Elementary Mathematics.* A. G. Warren. (77) Mar.

* Illustrated.

Electrical—(Continued).

Magnetic Susceptibility of Low Order.* E. Wilson. (77) Mar.
Temperature Limits of Large Alternators.* G. A. Juhlin. (77) Mar.
Some Thermal Characteristics of Electric Ovens and Hot-Plates.* Ezer Griffiths and F. H. Schofield. (77) Apr.
The Long-Distance Telephone System of the United Kingdom.* William Noble. (77) Apr.
The Effect of Electron Emission on the Temperature of the Filament and Anode of a Thermionic Valve.* G. Stead. (77) Apr.
Some Thermionic Tube Circuits for Relaying and Measuring.* W. H. Eccles and W. A. Leyshon. (77) Apr.
The Radiation Resistance of Various Types of Antenna Construction.* A. Press. (77) Apr.
The Theory of the Three-Phase Variable Speed Shunt Commutator Motor.* J. L. D. Ridsdale. (73) Serial beginning Apr. 15.
Laying Telephone Cable Tubes by Thrust-Boring.* (12) Apr. 22.
Heat Losses in the Conductors of Alternating-Current Machines.* Waldo V. Lyon. (42) May.
The Electric Strength of Air Under Continuous Potentials and as Influenced by Temperature.* J. B. Whitehead and F. W. Lee. (42) May.
Electrical Construction Feature of Raisin Plant.* W. A. Scott. (117) May.
Determination of the Direction of Atmospheric Disturbances or Static in Radio Telegraphy.* L. W. Austin. (3) May.
Power Generation in Mt. Rainier National Park.* C. P. Gordon. (111) May 1.
Measurement of Power at Low Power Factors.* H. Cotton. (73) May 6.
Essential Design Data for Choosing Synchronous Machines.* Theo. Schou. (27) May 7.
The Regulation of Synchronous Generators.* A. G. Warren. (73) Serial beginning May 13.
Use of Several Conductors in One Conduit Reduces Current Capacity.* Henry C. Horstmann and Victor H. Tousley. (27) May 14.
Industrial Electrical Heating. A. E. Holloway and H. L. Garbutt. (Paper read before National Elec. Light Assoc.) (111) May 15.
Application and Operation of Relay Systems.* E. R. Stauffacher and L. J. Moore. (111) May 15.
The Testing of Electrical Machinery. H. E. Mellor. (73) May 20.
The Importance of Efficiency in Electrical Machinery.* Miles Walker. (73) May 20, 1920.
Interconnection Problems and Economies.* (Papers read before National Elec. Light Assoc.) (27) May 28.
Considerations Necessary in Circuit Layout and Street Lighting.* (Papers read before National Elec. Light Assoc.) (27) May 28.
Surge Protection on Transmission Lines and Cables.* S. Cunha and G. C. Read. (5) June.
Long-Distance Transmission of Electric Energy. L. E. Imlay. (42) June.
Some Transmission Line Tests.* W. W. Lewis. (42) June.
Notes on Operation of Large Interconnected Systems.* L. L. Elden. (42) June.
Transformers for Interconnecting High-Voltage Transmission Systems.* J. F. Peters and M. E. Skinner. (42) June.
A Solution of the Porcelain Insulator Problem. E. E. F. Creighton and F. L. Hunt. (42) June.
Modern Production of Suspension Insulators.* Edwin H. Fritz and George I. Gilchrest. (42) June.
Voltage and Power Factor Control of 66 000-Volt Transmission Lines Connecting Two Generating Stations.* Raymond Bailey. (42) June.
Voltage and Current Harmonics Caused by Corona.* F. W. Peek. (42) June.
Practical Illumination Design Calculations.* Earl A. Anderson. (117) June.
Some Improvements in the Paulsen Arc.* P. O. Pedersen (73) Serial beginning June 3.
Practice in Use of Electrical Apparatus.* (27) June 4.
Simplicity in Outdoor Substation Layout.* L. J. Moore. (27) June 11.
Graphical Calculation of Interconnected A. C. Circuits.* A. S. McAllister. (27) June 11.
Power Distribution Over Aërial Cables.* F. A. Westbrook. (27) June 18.
Calculating Battery Sizes for Locomotives.* J. H. Tracy. (27) June 18.
Applying Relays to Large Power Systems.* R. F. Gooding. (27) June 18.
Factors Affecting Long-Distance Bulk-Power Transmission.* (27) June 25.
Magnetic Properties of Compressed Powdered Iron.* Buckner Speed and G. W. Elmen. (42) July.
Wind Pressures and the Design of Radio and High Transmission Towers.* S. P. Wing. (73) July 1.
Wood-Pole Structures for 110 000-Volt Transmission Lines.* J. A. Sirnit. (27) July 9.
Three-Phase Supply to Scott-Connected Transformer Banks Under Various Conditions of Two-Phase Loading.* G. W. Stubbings. (26) July 15.
Réchauffeur d'Air Electrique, a Accumulation, de la Filature d'Aaran (Suisse).* (Electric Air Reheater, with Accumulation, at the Aaran (Switzerland) Spinning Mill.) (33) April 30.
La Grande Station Radiotelegraphique de Nauen, près Berlin.* (The Great Radiotelegraph Station at Nauen, Near Berlin.) Georges Viard. (33) May 14.
La Production des Courants a Haute Fréquence par Alternateurs.* (Production of High-Frequency Currents by Alternators.) (33) June 11.
Die Dauerelektrode von Söderberg.* (The Söderburg Permanent Electrode.) R. Durrer. (50) Nov. 25–Dec. 2, 1920.
Automatische Umformer-Anlagen.* (Automatic Transformer Stations.) (107) Jan. 22.
Zur Architektur der Grossfunkenstation Nauen.* (On the Architecture of the Nauen Radio Sending Station.) Hermann Muthesius. (107) Mar. 26.

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* Illustrated.

Electrical—(Continued).

Eine Station für drahtlose Telegraphie in der Schweiz. (A Wireless Telegraph Station in Switzerland.) Peter Stucker. (107) Apr. 23.
Die Hochfrequenzmaschine von Alexanderson und die Grossstation New Brunswick.* (The Alexanderson High-Frequency Machine and the New Brunswick Sending Station.) Felix Linke. (48) Apr. 30.
Transformatorenhäuschen in Wadenswil.* (Transformer House in Wädenswil.) (107) May 7.

Marine.

The Application of Electric Welding in Ship Construction and Repairs.* John Reney Smith. (63) Vol. 208, Pt. 2, 1918–'19.
Launching of Ships in Restricted Waters. H. E. Saunders. (91) Vol. 28, 1920.
University Education in Ship Construction and Marine Transportation. Lawrence B. Chapman. (91) Vol. 28, 1920.
Comparative Tests of Bilge Keels and a Gyro-Stabilizer on a Model of the U. S. Aircraft Carrier Langley.* William McEntee. (91) Vol. 28, 1920.
Notes on Rivets and Spacing of Rivets for Oil-Tight Work.* Hugo P. Frear. (91) Vol. 28, 1920.
Economical Cargo Ships—Some Model Experiments.* Alfred J. C. Robertson. (91) Vol.. 28, 1920.
New 20 000-Ton Tankers. H. F. Norton. (91) Vol. 28, 1920.
The Problem of the Hull and Its Screw Propeller.* C. W. Dyson. (91) Vol. 28, 1920.
Recent Advance in Oil Burning.* Ernest H. Peabody. (91) Vol. 28, 1920.
Rules and Regulations for Freeboard. David Arnott. (91) Vol. 28, 1920.
Synchronous Motors for Ship Propulsion.* E. S. Heuningsen. (42) May.
Pneumatic Transmission of Messages on Warships.* (11) May 6.
Mechanical Reduction Gears on Warships and Merchant Ships.* John H. Macalpine. (11) Serial beginning May 20.
Piloting Vessels by Electrically Energised Cables.* (From *Journal* Am. Soc. of Naval Engrs.) (12) May 27.
The Application of Radio to Navigation Problems.* W. H. G. Bullard. (3) June.
Electric Propulsion for the Merchant Marine. Wilfred Sykes. (4) June.
Modern Marine Oil Engines.* (12) Serial beginning June 17.
Reduction Gears for Ship Propulsion.* Robert Warriner. (Abstract of paper read before Am. Soc. Naval Architects and Marine Engrs.) (11) June 24.
Ship Propulsion. T. C. Phillips. (5) July.
World Shipbuilding.* H. R. McClelland. (5) July.
Experiments on the Oscillation of Otters.* Robert F. McKay. (12) July 1.
Transport et Lancement par le Travers de Coques de 1 000 Tonnes Suivant les Procédés Freyssinet.* (Transporting and Side-Launching of 1 000-Ton Hulls by the Freyssinet Process.) H. de Lauriston. (33) April 23.
Le Gouvernail a Changement de Marche Kitchen.* (The Kitchen Direction-Changing Rudder. (33) May 7.
Kühlschiffe.* ((Refrigerator Ships.) E. Foerster. (48) Nov. 6, 1920.
Prüfdock für die Deutsche Marine.* (Testing Basin for the German Navy.) von Klitzing. (48) Dec. 18, 1920.
Das erste Motorschiff mit doppeltwirkenden Zweitakt-Oelmaschinen.* (The First Motorship with Double-Acting Two-Cycle Oil Engines.) R. Drewes. (48) Apr. 30.

Mechanical.

The Relation Between the "Bight", "Span" and "Dip" of Catenaries.* Rollo Appleyard. (63) Vol. 208, Pt. 2, 1918–'19.
Experiments on the Application of Electric Welding to Large Structures.* Westcott Stile Abell. (63) Vol. 208, Pt. 2, 1918–'19.
Electric Welding Developments in Great Britain and the United States of America.* James Caldwell and Henry Bailey Sayers. (63) Vol. 208, Pt. 2, 1918–'19.
Surface Condensers. Luther L. Lovekin. (91) Vol. 28, 1920.
The Production of Toluol From Gas Plants.* Myron S. Falk. (54) Vol. 83, 1919–'20.
Limit Gauging.* Richard T. Glazebrook. (75) July–Dec., 1920.
The Coefficient of Discharge of Elementary Nozzles.* A. A. Jude. (75) July–Dec., 1920.
Hardness Testing (By Means of Two New Types of Machines.) (75) July–Dec., 1920.
The Measurement of High Degrees of Hardness.* John Innes. (75) July–Dec., 1920.
Prism Hardness.* Bernard P. Haigh. (75) July–Dec., 1920.
Helical Springs.* W. Norman Thomas. (75) July–Dec., 1920.
Wire Ropes Research.* (75) July–Dec., 1920.
The Uniflow Steam-Engine.* F. B. Perry. (75) July–Dec., 1920.
Some Lincolnshire Oil-Engines.* F. H. Livens. (75) July–Dec., 1920.
Road Transport by Steam-Vehicles.* P. W. Robson. (75) July–Dec., 1920.
Recent Excavator Practice.* F. H. Livens and W. Barnes. (75) July–Dec., 1920.
Thermodynamic Cycles in Relation to the Design and Future Development of Internal-Combustion Engines.* William J. Walker. (75) July–Dec., 1920.
Development and Application of the Underfeed Stoker.* Edward Rahm. (58) Feb.
The Landing of Aeroplanes: Problem of Braking. (118) Apr.
The Principles of Limit Gauging.* A. A. Remington. (11) Serial beginning Apr. 15.
The Passenger Carrying Airship R. 36.* (11) Apr. 15.
Notes on Fractures in Locomotive Boiler Tubes.* Henry Fowler. (Paper read before Faraday Soc.) (11) Apr. 15.
Purification of Water Gas.* Erwin C. Brenner. (83) Apr. 25.
Gas Fired Drying Apparatus. J. F. Springer. (83) Apr. 25.
1 300 H. P. Gas Driven Blowing Engine.* (12) Apr. 29.
Ground-Plane Influence on Airplane Wings.* A. F. Zahm. (3) May.

* Illustrated.

Mechanical—(Continued).

German Airship Construction During the War.* Ladislas d'Orcy. (19) May.
An Investigation of Oxy-Acetylene Welding and Cutting Blowpipes.* R. S. Johnston. (55) May.
Dry-Vacuum Pump Capacity Tests.* Snowden B. Redfield. (55) May.
The Interpretation of Boiler-Water Analyses. J. R. McDermet. (55) May.
Boiler Tests with Pulverized Illinois Coal.* Henry Kreisinger and John Blizard. (55) May.
Modern Practice with Steam Superheaters and Their Fields of Use.* H. B. Oatley. (5) May.
A Modern Air Lift Pumping Plant.* John Oliphant. (87) May.
Recording Gas Calorimeters: Principles of Operation. (118) May.
Boilers and Auxiliary Equipment Colfax Power Station.* (64) May 3.
Design of Helical Springs.* Joseph Kaye Wood. (72) May 5.
Designing Traveling Cranes with Regard for Safe Operation.* Nicolaas Prakken. (72) May 5.
Rotary Shovel That Clears Wide Path but Delivers to Fixed Point of Discharge.* S. H. Hunt. (45) May 5.
Method of Washing Coal for Metallurgical Coke at Risco in Birmingham Field.* E. P. Stewart. (45) May 5.
Washing Coal with Air Instead of With Water.* L. E. Woods. (45) May 5.
The Tracking and Steering of Trailers Analyzed by a Graphic Method.* Marius C. Krarup. (120) Serial beginning May 5.
Burning Powdered Coal. F. R. Low. (64) May 10.
New Power Plant of Central Products Co.* Thomas Wilson. (64) May 10.
Removing Dust from Gases. N. H. Gellert. (83) May 10.
Air Trouble in Gasoline Recovery. O. J. Sieplein. (83) May 10.
Woodward Breaker Sizes and Prepares Six Thousand Tons of Anthracite Per Day.* Dever C. Ashmead. (45) May 12.
Cast Iron Pipe Made by the de Lavaud Process.* Peter Gillespie. (96) May 12.
Strength of Sewer Pipes in Service.* (96) May 12.
Coke Handling System at Lawrence, Mass.* H. B. Mosley. (24) May 14.
Internal Combustion Engine: Heat Value of Gases. Mark Meredith. (24) May 14.
Draft and CO_2 Influence on Evaporation.* James T. Beard, Jr. (64) May 17.
New Power Plant of Monsanto Chemical Works.* (64) May 17.
Byproduct Coke Plant of the Jones & Laughlin Steel Co.* C. R. Meissner. (105) May 18.
Features of Mechanical Interrupters for Ignition Systems.* Harry F. Geist. (120) Serial beginning May 19.
Tractor-Trailer Freight Transfer at St. Louis, Mo.* (13) May 19.
Explosions in Compressed-Air Lines. E. D. Gardner. (20) May 19.
Resistance of Refractory Products at Different Temperatures.* V. Bodin. (Abstract of paper read before Ceramic Soc.) (22) May 20.
American Practice in Refractories. W. J. Rees. (Paper read before Ceramic Soc.) (22) May 20.
Resistance Tests on Refractory Products Under Load at Different Temperatures.* V. Bodin. (Abstract of paper read before Ceramic Soc.) (57) May 20.
Some of the Difficulties Experienced in Maintaining a Pyrometer Installation in a Works.* Robert S. Whipple. (Paper read before Ceramic Soc.) (22) May 20.
Compact Reinforced-Concrete Generating Station at Philadelphia.* (27) May 21.
Steam Pipe Sizes.* Alfred Cotton. (64) May 24.
Steam Power Station Design. Frank S. Clark. (64) May 24.
Delaware Power Station—The Philadelphia Electric Company.* (64) May 24.
Heat-Balance Study of Colfax Power Station.* W. P. Gavit. (64) May 24.
Bituminous Coal Water Gas Fuel. William W. Odell. (83) May 25.
Leakage of Natural Gas. H. D. Hancock. (Paper read before Natural Gas Assoc.) (83) May 25.
Developing a High Compression Automotive Engine.* (Abstract of paper read before Soc. Automotive Engrs.) (120) May 26.
A New Method of Cooling Automotive Engines.* P. M. Heldt. (Paper read before Soc. Automotive Engrs.) (120) May 26.
Flame Characteristics and Their Influence Upon Combustion. C. A. French. (Paper read before Soc. of Automotive Engrs.) (120) May 26.
Cylinder Actions in Gas and Gasoline Engines.* Dugal Clerk. (Abstract of paper read before Soc. Automotive Engrs.) (120) May 26.
The Water Drums of Yarrow Boilers.* (12) May 27.
The Water Film on Evaporating and Condensing Tubes. P. H. Parr. (12) May 27.
Fuel Problem in Relation to Engineering Viewpoint. A. L. Nelson. (Paper read before Soc. of Automotive Engrs.) (11) May 27.
Adapting Electrical Cleaning to Blast Furnace Gases. N. H. Gellert. (Paper read before Assoc. of Iron and Steel Elec. Engrs.) (24) May 28.
Road Building and the Mechanical Engineer.* (55) June.
Recording Ash-Pit Loss from Chain-Grate Stokers.* E. G. Bailey. (55) June.
The Hydraucone Regainer, Its Development and Applications in Hydroelectric Plants.* W. M. White. (55) June.
In Flotation Process Fine Coal Attaches Itself to Oil and Bubbles, Thus Floating Away with Froth.* E. G. Hill. (45) June 2.
By Rapid Vibration, Caused by Electric Motor, Wire-Cloth Screen Is Made to Afford Large Capacity. (45) June 2.
Baltimore Pump Sets New Duty Record for Centrifugals.* (13) June 2.
Pavement Breaker for Starting Water-Works Trenches.* (13) June 2.
Remote-Control Electric Haulage in Quarry Services.* (13) June 2.
Temperature-Entropy Diagrams for Gas and Oil Engine Cycles.* Guy B. Petter. (11) June 3.

* Illustrated.

Mechanical—(Continued).

Practices and Tendencies in Steam Generating Plants.* (27) June 4.
Electric Elevator Machinery—Car and Counterweights.* M. A. Myers. (64) June 7.
Loss of Compression in Diesel Engines—Causes and Remedies.* Louis R. Ford. (64) June 7.
Burning More Coal to Increase Boiler Capacity.* Thomas Wilson. (64) June 7.
Steam Engines for Refrigerating Plants.* W. H. Motz. (64) June 7.
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Harrogate Gasification Plant.* Frank H. Robinson. (83) June 10.
New Type of Congdon Standpipe.* R. C. Congdon. (83) June 10.
Coal-Handling Plant for the Han-Yeh-Ping Iron and Coal Company, China.* (22) June 10.
Notes on the Value of Metallurgical Coke.* G. Deladrière. (From *Revue Universelle des Mines.*) (57) June 10.
Sixty Tons Per Minute: Baltimore's New Coal Pier, and How It Makes Its Records.* J. F. Springer. (46) June 11.
Changing a Hand-Fired to a Stoker-Fired Plant.* Charles T. Main. (64) June 14.
Improving a Refrigerating Plant.* J. C. Moran. (64) June 14.
Effect of Preheat and Excess Air on Combustion of Fuel.* A. D. Williams. (64) June 14.
Brake Adjustments on Gearless-Type High-Speed Traction Elevators.* W. Zepernick. (64) June 14.
Underground Steam Lines in Dayton.* (64) June 14.
Problems and Possibilities of the Aluminum Piston. Walter Rosenhain. (120) June 16.
Tolerance Systems for Cylindrical Fits.* P. M. Heldt. (120) June 16.
An Estimate and Analysis of Various Forms of Tractor Transmissions.* P. M. Heldt. (120) June 16.
Methods of Cooling Airplane Engines. A. Ludlow Clayden. (120) June 16.
American and British Practice in Clutch Design.* Herbert Chase. (120) June 16.
The Graphical Dynamics of a Winding Engine.* Charles D. Mottram. (57) Serial beginning June 17.
The Relationship Between Efficiency and Working Costs of Small Motors and Generators.* E. G. Kennard. (26) Serial beginning June 17.
Spur Gear Erosion.* F. W. Lanchester. (11) June 17.
Kern River, Three Development Has Highest Head Francis Turbines Installed.* (64) June 21.
Alternatives to Coal for Power Production.* Percy E. Rycroft. (73) June 24.
Recent Advances in Steam Turbine Designs.* Gerald Stoney. (73) June 24.
The Analysis of Coal.* S. Roy Illingworth. (57) June 24.
Mechanical Trimmers Facilitate Coal Loading.* P. G. Lang. (15) June 24.
The MacLaurin Carbonization Process. (22) June 24.
Cooling Water Gas in Circulating Washer-Coolers.* George Wehrle. (24) June 25.
Simple Methods of Economical Operation.* C. H. McClintock. (27) June 25.
Adaptability in Coke Oven Practice.* C. R. Meissner. (83) June 25.
Power Plant Coal and Its Selection.* Robert June. (83) June 25.
Water Gas Set Heat Balance. William W. Odell. (From Technical Paper 246, U. S. Bureau of Mines.) (83) June 25.
The Dalmarnock Power Station.* (11) Serial beginning June 27.
Pipe-Line Transportation of Hot Oil.* Leonard L. Barrett. (105) June 29.
Sizing and Preparing a Hard Low-Volatile Coal in the Broad Top Region to Compete with Anthracite.* Donald J. Baker. (45) June 30.
New Method of Determining Efficiency of Centrifugal Pumps.* Allen F. Sherzer. (13) June 30.
Running Balance and Uniformity of Crankshaft Effort in 8-Cylinder, 60 Degree Vee Engines.* P. M. Heldt. (120) June 30.
Precipitation of Suspended Particles in Cement Mills.* (117) July.
Effect of Crusher Screenings in Concrete.* (67) July.
Efficiency Tests of a 30 000-k. w. Steam Turbine.* Herbert B. Reynolds. (55) July.
The Calculation of Critical Speeds.* (11) July 1.
Reinforced Concrete Headgears in France and Belgium.* Charles Tournay. (Paper read before Liége Engrs.' Assoc.) (57) Serial beginning July 1.
Why Steam Trucks Are Popular in Great Britain.* George W. Watson and H. Scott Hall. (13) July 7.
Experience with Gas Rivet Heating in the Pacific Coast. Letson Balliet. (13) July 7.
Internal-Combustion Engines as Prime Movers for Refrigeration Plants.* W. H. Motz. (64) July 12.
Electric Elevator Machinery—Overspeed Governors.* M. A. Myers. (64) July 12.
Concentration of Water in Steam Boilers.* Victor J. Azbee. (64) July 12.
More Miles Per Gallon.* O. C. Berry. (Paper read before Am. Inst. Chem. Engrs.) (105) July 13.
Design of Flat Springs.* Joseph Kaye Wood. (72) July 14.
Experiments with Localized Charge and Supercharging Engines.* Harry R. Ricardo. (From paper read before Inst. of Automobile Engrs.) (120) July 14.
Elements of Design for Foundation Bolts of Machines.* Terrell Croft. (45) Serial Beginning July 14.
Railway Motor-Generators in Winnipeg Rebuilt.* W. Nelson Smith. (17) July 16.
Portland-Cement Masonry for Power Stations. B. S. Murphy. (64) July 19.
Water Softening by the Cold Lime-Soda Process. (Feed-water for boilers.) George C. Cook. (64) July 19.
Motor-Generators Rebuilt from Corliss Engine Units.* W. Nelson Smith. (64) July 19.
A New Form of Air Cleaner.* P. S. Tice. (120) July 21.
Combustion Phenomena Revealed by Indicator Cards.* Victor R. Gage. (120) July 21.
Special Features in Cylinder Block Production.* J. Edward Schipper. (120) July 21.

* Illustrated.

Mechanical—(Continued).

Molybdenum Steel in the Motor Car.* (46) July 23.
Low Temperature Carbonization.* F. P. Coffin. (83) July 25.
Simplified Chemical Method of Detecting Surface Condenser Leakage. W. E. Caldwell. (64) July 26.
Convenient Tables for Steam Flow in Pipes.* U. F. Davis. (64) July 26.
Heating Plan Must Be Considered. Ira N. Evans. (64) July 26.
The Dual-Combustion Oil Engine.* W. John Walker. (64) July 26.
Hershey Chocolate Company's New Power Plant.* (64) July 26.
By Using Vertical Box Chutes and Retarding Conveyors Scott Breaker Greatly Reduces Degradation.* Dever C. Ashmead. (45) July 28.
By Mixing Fine Coal, Water and Oil, Grains of Oily Coal Are Formed, with Elimination of Earthly Impurities. G. St. J. Perrott and S. P. Kinney. (45) Serial beginning July 28.
Recherches sur le Graissage faites par le Laboratoire National Anglais de Recherches. (Researches on Lubrication Made by the English National Laboratory.) (38) Apr.
Rapport Présenté au nom du Comité des Arts Mécaniques, sur les Appareilo Jaugeurs de M. Piette.* (Report Presented in the Name of the Committee on Mechanical Arts, on M. Piette's Gauging Apparatus.) Ed. Sauvage. (92) Apr.
Les Transporteurs Aériens a Cables, Résistance à la Marche et Tracé des Câbles Porteurs.* (Aerial Cable Conveyers, Resistance to Work and Design of Conveyer Cables.) F. Cretin. (33) May 7.
Appareil Chapman pour le Brassage des Combustibles dans les Gazogènes.* (Chapman Apparatus for Stirring the Fuel in Gas-Producers.) J. Arnaul de Grey. (33) May 14.
Le Dirigeable Britannique "R. 36" pour le Transport des Voyageurs.* (The British Dirigible "R. 36" for Passengers.) P. Colfas. (33) May 21.
Les Produits de Distillation de la Houille, Procédés d'Extraction et Installations de la Cie des Forges et Aciéries de la Marine et d'Homécourt aux Usines du Boucau (Basses-Pyrénées).* (The Distillation Products of Coal, Processes and Plant of the Cie des Forges et Aciéries de la Marine et d'Homécourt.) A. Grebel. (33) May 28.
L'Emploi du Charbon Pulvérise pour le Chauffage des Fours et des Chaudières. (Use of Powdered Coal for Firing Furnaces and Boilers.) (33) May 28.
Machine a Vapeur a Trois Cylindres de 25 000 Chevaux pour la Commande d'un Train de Laminoir. (Three-Cylinder 25 000-Horsepower Steam Engine for Driving a Train of Rolls.) (33) June 4.
Le Mat d'Amarrage pour Dirigeable de la Gare Aérienne de Pulham (Angleterre).* (The Mooring Mast for Dirigibles at the Pulham (England) Aerial Station.) (33) June 11.
Thomsons Dampf-Nomogramm.* (Thompson's Steam Nomogram.) Max Jakob. (48) Dec. 11, 1920.
Die Umstellung der Dampfkesselfeuerungen auf minderwertige Brennstoffe. (Changing Boiler Furnaces for Low-Grade Fuels.) (48) Dec. 18, 1920.
Beitrag zum Vergleich der Dehnungs und Schubspannungstheorie.* (Contribution to the Comparison of the Theories of Tensile and Shearing Stresses.) H. Bonte. (48) Dec. 18, 1920.
Die Wirkungsweise der Tragflächen.* (The Mode of Action of Buoyant Surfaces.) H. Lorenz. (48) Jan. 1.
Die Bestimmung von Teer Staub und Wasser in Generatorgas.* (Determination of Tar, Dust and Water in Producer Gas.) E. Jenkner. (50) Feb. 10.
Schmierung von Dampfzylindern mit Oelemulsionen.* (Lubrication of Steam Cylinders with Oil Emulsions.) Hilliger. (48) Mar. 5.
Gewinnung von Urteer bei Gaserzeugern und seine Verarbeitung.* (Recovery of Raw Tar in Gas Production and Its Manufacture.) Karl Linck. (50) Serial beginning Mar. 10.
Der Segelflug der Vögel und die Möglichkeit einer künstlichen Nachahmung. (The Soaring Flight of Birds and the Possibility of Its Artificial Reproduction.) (107) Mar. 12.
Der Heizwert bei Dampfkesseluntersuchungen.* (Heating Value in Steam Boiler Testing.) Hilliger. (48) Mar. 12.
Dampfkesselexplosion in Elektrizitätswerk Abo.* (Steam Boiler Explosion at the Abo Electric Plant.) M. Klein. (48) Mar. 12.
Ein Versuchsfeld fur Werkzeugmaschinen.* (A Field of Research for Machine Tools.) Willi Witan. (48) Mar. 12.
Neuere Schleifmaschinen.* (Modern Grinding Machines.) W. Pockrandt. (48) Mar. 19.
Die Voith'sche Trockenkammerfeuerung für minderwertige Brennstoffe.* (The Voith Drying-Room Heating for Low-Grade Fuels. H. Adämmer. (50) Mar. 24.
Warmewirtschaft im Betrieb der Zentralheizung.* (Heat Economy in the Operation of Central Heating.) Dieterich. (48) Apr. 9.
Die Wärmewirtschaft in der Rübenzuckerindustrie.* (Heat Economy in the Beet-Sugar Industry.) (48) Apr. 9.
Ueber Betriebskontrolle und Dampfmesser.* (On Factory Control and Steam Metering.) Anton Gramberg. (48) Apr. 9.
Kraft- und Warmewirtschaft in der Chemischen Industrie.* (Power and Heat Economy in the Chemical Industry.) Sarazin. (48) Apr. 9.
Probleme und Ergebrisse der Abwärmeverwertung.* (Problems and Results of Waste Heat Utilization.) Ludwig Schneider. (48) Apr. 9.
Verfeuerung minderwertiges Brennstoffe auf Wanderrosten.* (Firing Low-Grade Fuel on Moving Grates.) (48) Apr. 9.
Dampfkesselfeuerungen.* (Steam Boiler Firing.) Berner. (48) Apr. 9.
Aufgaben und Ziele der Vergasung in der Wärmewirtschaft.* (Problems and Objects of Gasification in Heat Economizing.) H. R. Trenkler. (48) Apr. 9.
Flugzeuge mit verspannungslosen Tragflächen.* (Flying Machines with Unbraced Wings.) E. Meyer. (107) Apr. 9.
Wärmewirtschaft auf Steinkohlenzechen.* (Heat Economy at Coal Mines.) Schulte. (48) Apr. 9.

* Illustrated.

Mechanical—(Continued).

Wärmewirtschaft.* (Heat Economy.) Chr. Eberle. (48) Apr. 9.
Schnellaufende Wasserturbinen.* (High-Speed Hydraulic Turbines.) Fr. Oesterlen. (48) Apr. 16.
Versuche an der Kokskühlanlage im Gaswerk der Stadt Zürich in Schlieren.* (Experiments with the Coke Cooling Plant in the Zurich City Gasworks at Schlieren.) E. Höhn. (107) Apr. 16.
Die Brikettierung der Braunkohle.* (Briquetting Lignite.) Landsberg. (48) Apr. 16.
Die Wassergasindustrie.* (The Water-Gas Industry.) Johs. Schmidt. (48) Apr. 16.
Ein einfaches Messverfahren für Drehmomente.* (A Simple Measuring Process for Moments of Rotation.) W. Schmidt. (48) Apr. 23.
Praktische Verfahren zu Form- und Modellherstellung.* (Practical Processes for Making Molds and Patterns.) (50) Serial beginning Apr. 28.
Entleervorrichtungen an Baggerlöffeln.* (Emptying Devices on Dredge Buckets.) Erich Simon. (48) Apr. 30.
Tafel für die Berechnung von Dampfund Luftleitungen.* (Table for Calculating Steam and Air Pipes.) Alexander Fischer. (48) Apr. 30.
Die Verarbeitung von Teeröl im Dieselmotor.* (The Use of Tar Oil in the Diesel Engine.) W. Riehm. (48) May 14.
Einrichtung neuzeitlicher Rübenzuckerfabriken.* (Arrangement of a Modern Beet-Sugar Factory.) H. Claasen. (48) Serial beginning May 21.

Metallurgical.

Inter-Crystalline Fracture in Steel.* D. Hanson. (Abstract of paper read before Faraday Soc.) (11) Apr. 15.
Managanese as Desulphuriser in Basic Open-Hearth Practice.* E. A. Wheaton. (From paper read before Am. Iron and Steel Inst.) (22) Apr. 22.
Stainless Steel. J. H. G. Moneypenny. (From *Journal* of the Soc. of Chemical Industry.) (19) May.
Constitution of Chromium: Tungsten Steels.* (105) May 4.
The Crystalline Structure of Metals.* Zay Jeffries and R. S. Archer. (105) May 4.
The Failure of Metals Under Internal and Prolonged Stress. W. Rosenhain. (Paper read before Faraday Soc. and Others.) (12) Serial beginning May 6.
Symposium on Corrosion of Metals and Alloys.* (Electrochemical Soc.) (105) May 11.
Behavior of Copper in Molybdenum Ores.* J. P. Bonardi and Max Shapiro. (105) May 11
Rerolling Rails at Sweet's Steel Co.* Sidney G. Koon. (20) May 12.
Design of Cupola and Accessary Areas.* Y. A. Dyer. (20) May 19.
Direct Recovery of Blast-Furnace Dust.* (22) May 20.
Calculation of Mechanical Properties of Steel from Its Chemical Composition.* Hugh O'Neill. (22) May 20.
Ductile Electrolytic Nickel. Charles P. Madsen. (Paper read before Am. Electro-chemical Soc.) (105) May 25.
Molybdenum Steel and Its Application. H. M. Schmid. (105) May 25.
The Nature of Zinc Dust.* Oystein Ravner. (Translation from Tidsskrift for Bergraesen.) (105) May 25.
Government Armor Plate Factory.* Sidney G. Koon. (20) May 26.
French Specifications for Carbon Steels. (20) May 26.
The Piron By-Product Coke Ovens.* (20) June.
Drill Steel from Hollow Ingots.* P. A. E. Armstrong. (105) June 1.
Season-Cracking of Brass.* H. Moore and Others. (Abstract of paper read before British Inst. of Metals.) (105) June 1.
Commercially Pure Iron in the Basic Open-Hearth.* W. J. Beck. (Paper read before Am. Iron and Steel Inst.) (105) June 1.
Molybdenum Structural Steels and Their Applications. Martin H. Schmid. (From paper read before Am. Soc. for Steel Treating.) (20) June 2.
Steel Direct from Ore by Moffat Process.* W. F. Sutherland. (20) June 2.
Pure Iron from Basic Open-Hearth Furnaces.* W. J. Beck. (Paper read before Am. Iron and Steel Inst.) (20) June 2.
Stainless Steel, Its Composition and Properties. Elwood Haynes. (Paper read before Am. Iron and Steel Inst.) (20) June 2.
Producing a Stamped Shift Lever Dome.* N. T. Thurston. (20) June 2.
A New Type of Benzene Still in European Operation.* A. Thau. (105) June 8.
Preventing Corrosion in Iron and Steel under Water. F. N. Speller. (Paper read before Am. Electrochemical Soc.) (105) June 8.
Fuel Economy of a Drop Forge Plant.* N. A. Craigue and C. H. L. Thompson. (20) June 9.
Design and Proportions of Hot Blast Stoves.* W. E. Groume-Grjimalo. (20) Serial beginning June 9.
The Slip Interference Theory of the Hardening of Metals.* Zay Jeffries and R. S. Archer. (105) June 15.
Recent Progress in High-Frequency Inductive Heating.* E. F. Northrup. (Paper read before Am. Electrochemical Soc.) (105) June 22.
The Use of Fluorides in Solutions for Nickel Deposition.* William Blum. (Paper read before Am. Electrochemical Soc.) (105) June 22.
The Egler Blow-Torch Port for Open-Hearth Furnaces.* (22) June 24.
Magnetic Properties of Compressed Powdered Iron.* Buckner Speed and G. W. Elmen. (42) July.
The Hardness Testing of Metals.* (From progress report of Comm. of Eng. Division of National Research Council.) (55) July.
Physical Properties of Molybdenum Steel.* Arthur H. Hunter. (Abstract of paper read before Am. Iron and Steel Inst.) (105) July 6.
The Latent Heats of Fusion of Nickel and Monel Metal.* Walter P. White. (105) July 6.

* Illustrated.

Metallurgical—(Continued).

An Occurrence of Nitrogen in Steel.* A. A. Blue. (20) July 7.
Constitution of Gas Atmospheres in Aluminum-Alloy Melting Furnaces.* Robert J. Anderson and J. H. Capps. (105) July 13.
Direct Routing in a Modern Brass Plant.* F. L. Prentiss. (20) July 14.
Notes on the Metallurgy of Calcium.* P. H. Brace. (Paper read before Inst. of Metals.) (105) July 20.
Artificial Seasoning of Steels.* H. J. French. (105) July 27.
Die Bedeutung des Glühens von Stahlformguss.* (The Importance of Annealing for Steel Castings.) P. Oberhoffer and F. Weisgerber. (50) Oct. 28, 1920.
Ueber die Einwirkung von Temperatur, Druck und Feuchtigkeit der atmosphärischen Luft auf den Hochofengang.* (On the Effect of the Temperature, Pressure and Humidity of Atmospheric Air on Blast-Furnace Operation.) Alfons Wagner. (50) Oct. 21, 1920.
Ueber den Holzfaserbruch im Stahl.* (On the Wood Fiber Fracture in Steel.) E. H. Schulz and J. Goebel. (50) Nov. 4, 1920.
Beitrag zur Kenntnis der sogenamten doppelkarbidhaltigen Chromund Wolframstähle.* (Contributions to a Knowledge of the Chrome and Tungsten Steels Containing the So-Called Double Carbide.) P. Oberhoffer and K. Daeves. (50) Nov. 11, 1920.
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Beiträge zur Frage der Manganausnutzung im basischen Martinofen.* (Contribution to the Question of the Utilization of Manganese in the Basic Openhearth Furnace.) Erich Killing. (50) Nov. 18, 1920.
Die neuere Entwicklung der Chinesischen Eisenindustrie.* (The Recent Development of the Chinese Iron Industry.) E. Kocher. (50) Jan. 6.
Rostversuche mit kupferhaltigen Eisenblechen.* (Corrosion Investigations with Sheet-Iron Containing Copper.) O. Bauer. (50) Serial beginning Jan. 13.
Maschinenschmierung an Walzwerken.* (Machine Lubrication in Rolling-Mills.) Fritz Linzen. (50) Jan. 13.
Kritische Bemerkungen über Winderhitzer.* (Critical Remarks on Blast Heaters.) Emil Wurmbach. (50) Jan. 20.
Einfluss der Basizität der Thomasschlacke auf die Betriebsergebnisse des Konverters.* (Influence of the Basicity of Basic Slag on the Yield of Converters.) L. Blum. (50) Jan. 20.
Die bilanzmässige Verteilung der Gichtgase als Grundlage der Wärmewirtschaft gemischter Werke.* (The Balanced Distribution of the Furnace Gases as Foundation for Heat Economy in Mixed Plants.) G. Schulz. (50) Feb. 3.
Zur Entwicklung der Oberflächenverbennung.* (On the Development of Surface Combustion.) Otto Essich. (50) Feb. 17.
Einiges aus der Werkstätte des Edelstahlwerkers.* (Observations from the Workshops of the Alloy Steel Users.) Erdmann Kothny. (50) Feb. 17.
Die Verfahren zur Erzeugung manganhaltigen Roheisens aus niedrigprozentigen Mangan-trägern, insonderheit Siegerländer Hochofenschlacken.* (The Process for Making Manganiferous Pig-Iron with Low-Percent Managanese Carriers, especially Siegerland Blast-Furnace Slags.) Hermann Thaler. (50) Serial beginning Feb. 24.
Untersuchungen über die Baumannsche Schwefelprobe und Beiträge zur Kenntnis des Verhaltens von Phosphor im Eisen.* (Researches on the Baumann Sulphur Test and Contributions to the Knowledge of the Behavior of Phosphorus in Iron.) P. Oberhoffer and A. Knipping. (50) Feb. 24.
Ueber Vernicklung und Verkobaltung. (On Nickelplating and Cobaltplating.) Max Schötter. (50) Mar. 3.
Einfluss des Mangans auf die Festigkeitseigenschaften des schmiedbaren Gusses.* (Influence of Manganese on the Mechanical Properties of Malleable Cast-Iron.) E. Leuenberger. (50) Mar. 3.
Der Abbau der Gold- und Platinfelder von Kohimbien.* (Working the Colombian Gold and Platinum Fields.) Adolf Vogt. (48) Mar. 5.
Erste amerikanische Anlage mit Söderberg-Elektroden.* (First American Plant with Söderberg Electrodes.) F. C. Andreae. (107) Mar. 5.
Versuche über das Verhalten von Schweisseisen und Flusseisen in der Kälte bei plötzlicher Beanspruchung.* (Experiments on the Behavior of Wrought Iron and Mild Steel in the Cold under Sudden Loads.) Ed. Wilh. Kaiser. (50) Mar. 10.
Ueber die Verwendung von Flussspat im Martinofen.* (On the Use of Fluorspar in Open-hearth Furnaces.) S. Schleicher. (50) Mar. 17.
Neuere Versuche mit Oelzusatz feuerung für Kuppelofenbetrieb.* (New Experiments with Supplementary Oil Firing in Cupola Operation.) Karl K. Berthold. (50) Mar. 24.
Betriebserfahrungen mit dem Maerzofen. (Operating Experiences with the Maerz Furnace.) Hans Czirn-Terpitz. (50) Mar. 31.
Neuzeitliche Schlepper für Warmbelten.* (Modern Tables for Hot Beds.) W. Heintges. (50) Mar. 31.
Ueber Lunkerbildung und Seigerungserscheinungen in silizierten Stahlblöcken.* (On Piping and Liquidation Phenomena in Silicon Steel Ingots. A. Brüninghaus and Fr. Heinrich. (50) Apr. 14.
Bedienungsvorrichtungen für Wärmund Glühöfen.* (Charging Arrangements for Heating and Annealing Furnaces.) (50) Serial beginning Apr. 21.
Das Gestell des Hochofens.* (The Blast-Furnace Hearth.) H. Lent. (50) Apr. 21.
Massregeln zu Ersparnissen von Koksbeim Kuppelofenschmelzen.* (Measures for Saving Coke in Cupola Furnace Melting.) Carl Irresberger. (50) Apr. 28.
Der umgekehrte Hartguss.* (Reversed Chilled Casting.) P. Bardenheuer. (50) Serial beginning Apr. 28.
Desoxydationsvorgänge im Thomasverfahren.* (Dexoidizing Reactions in the Basic Process.) O. von Keil. (50) May 5.

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* Illustrated.

Military.

The "Light Railways" of the Battle Front in France.* Frank G. Jonah. (54) Vol. 83, 1919–1920.
Water Supply for the Camps, Cantonments, and Other Projects Built by the Construction Division of the United States Army.* Dabney H. Maury. (54) Vol. 83, 1919–1920.
Sewage and Wastes Disposal for the United States Army.* Leonard S. Doten. (54) Vol. 83, 1919–1920.
British Views on the Ponton and Other Standard Bridging Equipage. (From Royal Engrs. *Journal.*) (100) May–June.
Army Ponton Equipage Meets an Emergency of Peace Time.* J. B. LaGuardia. (100) May–June.
The Instruction of Engineer Troops in Ponton Bridge Construction.* Mason J. Young. (100) July–Aug.
Les Transports par Voie Ferrée de l'Armée Américaine en France (1917–1919).* (Transportation of the American Army in France by Railways (1917–1918).) M. Andriot. (38) Serial beginning Feb.

Mining.

Method of Dealing with a Shaft Fire at Netherseal Colliery.* Charles Dickinson. (106) Apr.
Stone Dusting. Henry Hall. (57) Apr. 22.
Surface Subsidence.* K. Neville Moss. (Paper read before National Assoc. of Colliery Managers.) (22) Apr. 22.
Dust Control and Ventilation in Metal Mines.* D. Harrington. (16) Apr. 30.
The New Concrete Shaft of the Chief Consolidated Mining Company.* Arthur B. Parsons. (103) Apr. 30.
Electric Haulage and the Elimination of Pit Ponies. Samuel Diggle. (106) May.
By-Movement of a Rotor Three Spaces Enlarge and Contract, Thus Drawing and Expelling Water.* (Mine Pumps.) (45) May 5.
Ayrshire's Oakland City Shaft Hoists Coal in Cages Built to Dump Gateless Cars.* Donald J. Baker. (45) May 5.
Fifty-Ton Side-Dump Cars Lighten Labor at Mines But Might Have Wider Use.* (45) May 5.
Hillsboro Wood Tipple Replaced by Steel While Shaft is Hoisting Coal.* John A. Garcia. (45) May 12.
Manchurian Plant with Seam in Places Four Hundred Feet Thick Uses Sand Filling.* N. Yamaoka. (45) May 19
Sinking Van Dyke No. 1 Shaft.* E. R. Rice. (16) May 21.
Two Strip Pits and Much Industry Operated by Fushun Colliery.* N. Yamaoka. (45) May 26.
Coal Dust Sampling and Methods Adopted in Practice.* R. C. Smart. (Paper read before South Wales Inst. of Engrs.) (57) May 27.
Use of Gunite Underground at Calumet & Hecla Mine.* John Knox and Ocha Potter. (117) June.
Kingston Plant Designs Its Locomotives to Suit Its Needs and Charges Them All in a Single Station.* (For Mines.) Dever C. Ashmead. (45) June 2.
Donk Bros.' No. 4 Mine Embodies Many Needed Reforms in Bottom and Surface Coal-Handling Methods.* Andrews Allen. (45) June 9.
Observations of Temperature and Moisture in Deep Coal Mines.* J. P. Rees. (57) June 10.
The Smelter of the Calaveras Copper Co.* Edward H. Roble. (16) June 11.
Old Newcastle Mine, Flooded and Filled with Washery Waste, Is Drained by Diamond Drill-holes.* H. S. Ash. (45) June 16.
The "Slushing" System of Iron-Ore Mining.* (22) June 17.
Blasting with Liquid Air.* (From *Journal*, Inst. German Eng.) (103) June 18.
Explosion Hazard and Its Prevention.* Joseph F. Shadgen. (20) Serial beginning July 21.
Among Other Preparation Devices at Diamond Mines Is One for Picking Each Car Separately.* Donald J. Baker. (45) June 23.
Notes on California Rock Tunneling Practice.* A. J. Cleary. (13) June 23.
Picric Acid as a Blasting Agent.* C. E. Munroe. (From Report of U. S. Bureau of Mines.) (19) July.
The Use of Scrapers for Handling Material Underground.* Lucien Eaton. (From *Compressed Air.*) (86) July 20.
Locomotive de Mines, a Air Comprimé, à Triple Expansion et à Récupération aux Freinages, Système Leroux.* (Compressed-Air Triple-Expansion Mine Locomotives, with Recuperative Brakes, Leroux System.) L. Pierre-Guédon. (33) Apr. 9.

Miscellaneous.

Contracts—A Comparison of "Cost Plus" with Other Forms. Ernest Wilder Clarke. (54) Vol. 83, 1919–1920.
The Prospective Competitor Method of Valuation of Property. M. L. Byers. (54) Vol. 83, 1919–1920.
Application of Engineering to Transportation Problems. James A. Peabody. (4) Nov., 1920.
Contract Forms. George W. Tillson. (Paper read before Illinois Eng. Soc.) (60) Apr.
The Influence of Commodity Price Movement Upon Public Utility Valuations.* H. R. Allensworth. (4) Apr.
Relativity.* F. W. Lanchester. (11) Serial beginning Apr. 22.
Text of Uniform Agricultural Lime Inspection Law. Elmer O. Fippin. (117) May.
Water-Cooled Acid Chambers Adopted in England.* Andrew M. Fairlie. (105) May 4.
Filing and Recording of Plans Simplified.* P. E. Doncaster. (96) May 5.
Mechanical Devices Speed Up the Work in Division Offices.* C. O. Price. (18) May 7.

* Illustrated.

Miscellaneous—(Continued).

The Valuation of Mineral Properties. T. A. O'Donahue. (Abstract of paper read before Surveyors' Inst.) (22) May 13.
Personnel Board Keeps Close Tab on Contractor's Field Forces.* M. A. Darville. (13) May 19.
Recovery of Volatile Solvents by the Bregeat Process.* M. Roulleux and Robert G. Dort. (105) May 25.
Manila Rope and the Engineer.* Rupert E. Shotts and Harry E. Wade. (117) June.
The Aerocamera in the Service of the Engineer.* E. H. Corlett. (86) June 8.
Testing and Improving Ventilation.* Charles L. Hubbard. (64) June 21.
Systems for Indexing and Filing Drawings.* L. H. Park. (Paper read before Cleveland Eng. Society.) (86) June 22.
The Cost Factors of Consulting Engineering Practice.* Charles H. Young. (Paper read before Iowa Eng. Soc.) (60) July.
Hydrogen from Steam.* Harry L. Barnitz. (19) Serial beginning July.
The Elimination of Waste in the Building Industry. D. Knickerbacker Boyd. (2) July.
Filling in 65 Acres of Land with a Dredge Pump.* W. T. Christine. (117) July.
The Economic Choice Between Permanent and Temporary Installations Where Requirements are Permanent, Temporary, Changing or Uncertain. John Cecil Black. (86) July 13.
Multiple Effect Evaporation.* Burton Dunglinson. (105) July 20.
Requirements for Industrial Heating.* Harold Fulwider. (Paper read before Industrial Electric Heating Conference.) (27) July 23.
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La Théorie des Rotations en Mecanique.* (The Theory of Rotation in Mechanics.) E. Litre. (33) June 4.

Municipal.

Importance of Site Planning in Industrial Housing. Maurice R. Scharff. (Paper read before Indiana Sanitary and Water Supply Assoc.) (86) Apr. 27.
Engineering Problems in City Development. George S. Webster. (2) May.
Derby Housing Scheme.* C. E. Stafford. (114) May 7.
Principles of Traffic Regulation on City Streets. William P. Eno. (Paper read before Highway Traffic Regulation Conference.) (13) June 9.
Economics of City Planning for Small Towns.* A. G. Dalzell. (From *Town Planning and Conservation of Life.*) (13) June 16.
Suggestions on Town Planning. (From *The Surveyor.*) (86) June 29.
Die Ausgestaltung des Strassennetzes in englischen Grossstädten. (The Planning of Street Systems in Large English Cities.) (48) Mar. 5.

Railroads.

Overhead Track Construction for Direct-Current Electric Railways.* Frederick Francis Percival Bisacre. (63) Vol. 208, Pt. 2, 1918–'19.
The Electrical and Mechanical Equipment of the All-Metal Cars of the Manchester–Bury Section, Lancashire and Yorkshire Railway.* George Hughes. (63) Vol. 208, Pt. 2, 1918–'19.
All-Metal Passenger-Cars for British Railways.* Francis Edward Gobey. (63) Vol. 208, Pt. 2, 1918–'19.
Slips and Subsidences on the Ceylon Government Railways.* Austin George Cooper. (63) Vol. 208, Pt. 2, 1918–'19.
The National Railroad Question of To-day. Francis Lee Stuart. (54) Vol. 83, 1919–'20.
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Notes on Tunnel Lining for Soft Ground.* S. Johannesson and B. H. M. Hewett. (54) Vol. 83, 1919–'20.
Internal Fracture in Rails.* Henry S. Rawdon. (Abstract of paper read before Faraday Soc.) (11) Apr. 15.
Locomotive, Terminal and Motive Power Management.* L. G. Plant. (61) Apr. 18.
New Norfolk & Western 100-Ton Coal Cars.* John A. Pilcher. (25) Serial beginning May.
The Advantages of the Exhaust Steam Injector.* Clarence Roberts. (25) May.
The Design of Large Locomotives.* M. H. Haig. (55) May.
Developing Thoroughness and Permanency.* (87) May.
Some Features of the Design of Locomotives Introduced for the Purpose of Modifying Their Effect on the Track.* Frank Williams. (5) May.
Repair and Maintenance of Steel Freight Cars. Samuel Lynn. (Abstract of paper read before Canadian Ry. Club.) (25) May.
Renewable Stay Heads for Locomotive Fireboxes.* (21) May.
Reports of Terminal Committee.* (Western Soc. Engrs.) (4) May.
Bessemer Acid Steel Rails.* Cecil J. Allen. (21) May.
Effect of Train Speed on Energy Consumption.* G. S. Chiles and R. G. Kelley. (15) May 6.
Outlying Switch Control Facilitates Train Movements.* C. C. Anthony. (15) May 6.
Improving Terminals for Mallet Operation.* (15) May 6.
Mechanical Devices Speed Up the Work in Division Offices.* C. O. Price. (18) May 7.
Simple Method of Resurvey for Line Adjustment.* Peter Vassallo. (13) May 12.
Consolidation Locomotives for the Western Maryland.* (15) May 13.
Electrification of St. Gotthard Line, Switzerland.* Hans W. Schuler. (15) May 13.

* Illustrated.

Railroads—(Continued).

An Automatic Terminal Railway for New York.* (From Report of New York, New Jersey Port and Harbor Development Commission.) (86) May 18.
Proposed Improvement of Chicago Railway Terminals.* (13) May 19.
Non-Interlocking, No-Stop Railroad Crossing.* L. B. Porter. (15) May 20.
Equalized Brakes and Braking Power.* H. M. P. Murphy. (17) May 21.
Automatic Operation of Reverse Lever Accomplished.* E. S. Pearce. (18) May 21.
New Freight and Shop Terminal of Southern Pacific Company at Bayshore.* Charles W. Geiger. (18) May 21.
Punishment of Rails.* (20) May 26.
The Passing of an Historic Passenger Train Shed.* (15) May 27.
Vitalize Locomotives to Increase Capacity.* George M. Basford. (Paper read before New York R. R. Club.) (18) May 28: (25) June.
Electric Trains Without Crews* Kenneth E. Stuart. (46) May 28.
Scheduling Car Repairs Increases Shop Output.* E. T. Spidy. (25) June.
Revivifying the Railroad Shop.* G. W. Armstrong. (25) June.
How Concrete Pile Trestles Are Built.* (87) June.
Southern Pacific Improves Water Facilities.* (87) June.
Report No. 1 On the Question of Special Steels.* (Int. Ry. Assoc.) W. C. Cushing. (88) June.
Report No. 3 On the Question of Slow-Freight Traffic.* (Int. Ry. Assoc.) Mr. Guerber. (88) June.
Report No. 2 On the Question of Maintenance and Supervision of the Track.* (Int. Ry. Board.) Charles J. Brown. (88) June.
Railways in War Ridden Regions Greatly Improved.* O. F. Allen. (15) June 3.
New Designs of Buckeye Six-Wheel Trucks.* (15) June 3.
Developing an Electric Railroad.* (17) June 4.
Reclamation a By-Product of the Railway Business.* R. K. Graham. (18) June 4.
Gasoline Driven Motor Omnibus for Railroads.* (15) June 10.
Traffic Troubles Reduced by Enlarging Water Supply.* (15) June 10.
C. I. & L. Builds Modern Car Repair Shop.* (15) June 10.
A 70-Ton Hopper Car That Can Be Repaired in Any Shop.* H. Idoine. (18) June 11.
3 000-Volt Electrification on Paulista.* (17) June 11: (15) July 9.
Marking Another Milestone in Air Brake Achievement.* (18) June 11.
Filling High Viaducts on the Philadelphia & Reading Ry.* Percival S. Baker. (13) June 16.
Virginian Demonstration of Double-Capacity Brake.* (15) June 17.
A Locomotive Designed for Rigorous Operating Conditions.* W. H. Winterrowd. (18) June 18.
The Automatic Control of Locomotive Cutoff.* E. S. Pearce. (15) June 24.
Railroad Electrification at High Voltage.* F. H. Shepard. (15) June 24.
Improvements in Train Braking.* (46) June 25.
New Locomotive Terminal for the M., K. & T. Ry., at Oklahoma City.* (18) June 25.
The Monongahela; A Successful River Improvement.* J. Franklin Bell. (100) July-Aug.
Oil-Burning Locomotives in India and Mesopotamia.* A. M. Bell. (21) July.
Consolidation Locomotives for the Western Maryland.* (25) July.
Virginian Demonstration of Double-Capacity Brake.* (25) July.
Draft Gear Tests of the Railroad Administration.* (25) July.
Insulation of Freight and Passenger Cars.* William N. Allman. (25) July.
Reconstructing a Tunnel With Modern Methods.* (15) July 2.
Heavy Locomotives for the Southern Pacific.* (15) July 2.
Substituting Water Power for Wood Fuel in Brazil.* W. D. Bearce. (18) July 2.
Railway Relocation to Eliminate Sliding Hillside.* (13) July 7.
New Freight Terminal Nearing Completion in Chicago.* (15) July 9.
River Protection Work of the C., B. & Q. R. R. on the Missouri River.* (18) July 9.
Railway Bridge Construction and Service by American and European Standards.* P. H. Chen. (13) July 14.
Relining Pacific Coast Railroad Tunnels With Concrete.* (13) July 28.
Arrêt Automatique des Trains et Répétition des Signaux sur les Locomotives. (Automatic Stoppage of Trains and Repetition of the Signals on the Locomotives.) C. Vandevelde. (31) Vol. II, Pt. 1.
La Standardisation du Matériel des Voies des Chemins de Fer Français La Suppression d'Inclinaison des Rails au 1/20.* (Standardization of the Track Material for French Railways; Reduction of the Inclination of Rails to 1/20.) (33) May 28.
Note sur les Premiers Essais a la Compagnie d'Orléans du Chauffage des Foyers de Locomotives au "Fuel Oil".* (Note on the First Tests by the Orleans Company of Fuel Oil Heating for Locomotive Furnaces.) M. Louis Bigourat. (38) Jan.
Contrôle Electrique de la Position des Aiguilles.* (Electrical Control of the Position of Switches.) M. L. Cadis. (38) Feb.
La Contre-Vapeur: Sa Puissance—Son Emploi Actuel.* (Counter-Pressure Steam: Its Power—Its Practical Use.) M. A. Herdner. (38) Apr.
Note sur l'Electrification des Réseaux de Chemins de Fer François. Traction Electrique par Courant Continu Haute Tension.* (Note on the Electrification of the French Railway Lines. Electric Traction by High-Tension Direct-Current.) M. A. Ferrand. (38) May.
Cantonnement ou Block Automatique des Chemins de Fer de l'Est.* (Blocking or Automatic Blocks of the Chemins de Fer de l'Est.) M. Picard. (38) June.
Note sur des Essais d'Intercommunication entre Locomotives d'en Même Train entre Trains en Marche et entre Trains et Gares.* (Note on Tests of Intercommunication Between the Locomotives of a Single Train, Between Trains and Between Trains and Stations.) M. Parodi. (38) June.
Appareil de Manoeuvre par un Levier Unique de Plussieurs Signaux Independants.* (Apparatus for Working a Number of Independent Signals by a Single Lever.) M. Hubert. (38) June.

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* Illustrated.

Railroads—(Continued).

Zur Frage einer einheitlichen Eisenbahn-Bremse.* (On the Question of a Uniform Railway Brake.) C. Wetzel. (107) Jan. 15.
Wirtschaftliche u. Konstruktiv Gesichtspunkte im Bau neuerer Gross-Elektrolokomotiven.* (Economic and Structural Viewpoints in the Construction of Recent Large Electric Locomotives.) Alb. Laternser. (107) Jan. 29.
Zur Elektrfizierung der Schweizer Bundesbahnen. (On the Electrification of the Swiss State Railway.) (107) Jan. 29.
Eisenbahnwagenkasten aus Eisenbeton.* (Reinforced Railway Car-Bodies.) Max Gensbauer. (48) Apr. 23.
Unterirdische Brücke zur Ueberführung von Rohrleitungen uber einen Eisenbahntunnel.* (Underground Bridge to Carry Pipe Lines Over a Railway Tunnel.) (107) Mar. 12.
Der eisernen Personenwagen der preussisch-hessischen Staatsbahnen.* (The Iron Passenger cars of the Prussian-Hessian State Railway.) Speer. (48) Serial beginning Mar. 12.
Das Projekt einer Uetliberg-Seilbahn.* (The Project for an Uetliberg Cableway.) (107) May 7.

Railroads, Street.

New York Municipal Car Improvements.* (17) June 11.
Pioneer Trackless Trolley Installation.* (17) June 25.
Suburban Electric Traction in Japan.* (21) July.
Negligible Vibration Effects from Subway Traffic.* (13) July 14.
A Mile of Paved Track a Day.* (17) July 23.
Nouvelles voitures motrices et de remorque de la Cie. Genevoise des Tramways Electriques.* (New Motor and Trailer Cars of the Geneva Electric Tramway Co.) F. Favarger. (107) Nov. 27, 1920.
Automotrice avec Moteur a Combustion Interne, Système Laroux.* (Railway Motor-Car with Internal Combustion Engine, Laroux System.) L. Pierre-Guédon. (33) May 21.
Die elektrische Zugförderung auf den Berliner Bahnen.* (Electrification on the Berlin Railways.) Wechmann. (48) Jan. 1.

Roads and Pavements.

American Highways. (54) Vol. 83, 1919–1920.
Analyses and Preparation of Highway Cost Estimates. H. J. Kuelling. (60) Apr.
The Use of Tractors on Road Construction and Maintenance Work.* Louis A. Wilson. (60) Apr.
Bituminous Pavement Design.* F. S. Besson. (100) May–June.
Bituminous Foundations for Highway Pavements. Hugh W. Skidmore. (Paper read before Illinois Soc. of Engrs.) (117) May.
Road Grading with Tractor Drawn Wheel Scraper Outfits.* W. B. Hill, Jr. (86) May 4.
One Course Monolithic Concrete Sidewalks Versus Two Course.* F. S. Besson. (86) May 4.
Fundamental Economic Considerations in Locating and Designing Highways. (Paper read before Highway Eng. Conference, Univ. of Penn.) E. W. James. (86) May 4.
Street Maintenance Methods in Small Cities. Harlan H. Edwards. (From paper read before Illinois Soc. of Engrs.) (86) May 4.
Resurfacing and Surface Treating Macadam Roads. T. J. Wasser. (Paper read before Highway Eng. Conference, Univ. of Penn.) (86) May 4.
Preparation and Use of Sheet Asphalt Surfacing. Prevost Hubbard. (96) May 5.
Recommended Practice for Concrete Road Construction.* B. H. Wait. (96) May 5.
Justifiable Highway Costs.* J. E. Pennybacker. (13) May 5.
Economics of Highway Improvements.* H. G. McGee. (13) May 12.
Resurfacing of Brick and Cobble City Pavements.* W. H. Eagle. (13) May 12.
Economical Methods of Rebuilding Gravel and Macadam Roads. E. A. James. (Paper read before Canadian Good Roads Assoc.) (96) May 19.
Superelevation of Curves at Cross-Roads.* W. V. Buck. (13) May 19.
Local Gravel Plant Experiences in Road Building. H. T. Tuthill. (13) May 19.
Arizona County Undertakes 309-Mile Paved Road System.* Ralph Rollins. (13) May 26.
Notes on English Bituminous Road Practice. A. Dryland. (13) May 26.
New Design for Illinois Concrete Highways.* (117) June.
Suggested Composite Standard Specifications for Exterior Wood Block Paving.* S. M. Feinberg. (60) June.
Use of Asphalt Macadam Pavements in Real Estate Developments.* (60) June.
Road Construction for Heavy Traffic.* (2) June.
Removing Pavement by Compressed Air Operated Machines.* (86) June 1.
Importance of Drainage in Road Construction. F. H. Eno. (Paper read before Am. Road Builders' Assoc.) (86) June 1.
Methods and Cost of Constructing Bituminous Surfaces on Old Macadam at Denver, Colo. J. W. Johnson. (From *Public Roads.*) (86) June 1.
Capillary Moisture and Its Effect on Highway Subgrades.* W. W. McLaughlin. (From *Public Roads.*) (86) June 1.
Preparing Plans and Making Preliminary Inspections for Roadway Improvements. Edward E. Reed. (Paper read before Highway Eng. Conference.) (86) June 1.
Widths of Roadways and Sidewalks in Municipalities.* H. J. Fixmer. (Report read before National Highway Traffic Assoc.) (86) June 1.
Recent Practice in Construction of Crushed Stone and Gravel Roads in Pacific Northwest. C. L. McKesson and A. F. Morris. (From *Public Roads.*) (86) June 1.
Traffic Study Proves Two-Lane Road Widths Sufficient.* A. N. Johnson. (Paper read before Highway Traffic Regulation.) (13) June 9.
Building the Maricopa County Concrete Roads.* (13) June 16.
Capillary Moisture and Its Effect on Highway Subgrades.* W. W. McLaughlin. (From *Public Roads.*) (13) June 16.

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* Illustrated.

Roads and Pavements—(Continued).

Wisconsin Experience with Day-Labor Road Construction.* W. C. Buetow. (13) June 23.
Maintenance of Paving by Street Railway Companies.* A. Swartz. (13) June 30.
Wear Tests Show Service Qualities of Paving Materials. (From *Public Roads.*) (13) June 30.
Some Engineering Features of Brick Paved Roads. James C. Travilla. (From paper read before Kentucky State and County Road Engrs.) (60) July.
Equitable Distribution of Cost of Constructing and Maintaining State Highways. (Report read before National Highway Traffic Assoc.) (60) July.
Building a N. J. State Highway of Concrete.* (67) July.
Improving Gravel Streets in Grand Rapids, Michigan. (From report read before Grand Rapids Eng. Soc.) (60) July.
The Development and Future of Handling Freight by Motor Trucks. (2) July.
Methods of Rebuilding Gravel and Macadam Roads. E. A. James. (Paper read before Canadian Good Roads Assoc.) (86) July 6.
Accelerated Wear Tests of Pavements of U. S. Bureau of Public Roads.* F. H. Jackson and C. A. Hogentogler. (From *Public Roads.*) (86) July 6.
Special Concrete Highway Built for Motor Trucks.* (13) July 14.
Three Concrete Road Construction Methods Compared.* (13) July 21.
New Philadelphia Asphalt Plant Has 4 000-Sq. Yd. Daily Capacity.* H. T. MacFarland. (13) July 21.
A Mile of Paved Track a Day.* (17) July 23.
Steel Fabric in Concrete Road Costs 1c a Yard to Place.* H. Eltinge Breed. (13) July 28.
Vulgarisation des Principes qui Régissent l'Emploi des Liants Goudronneux et Bitumineux pour la Confection des Routes. Popularization of the Principles which Govern the Use of Tarry and Bituminous Binders for Road-Making. (31) Vol. II, Pt. 1.
La Restauration du Réseau Routier. (The Restoration of the Road System.) M. Caufourier (43) Jan.–Feb.

Sanitation.

Sewage and Wastes Disposal for the United States Army.* Leonard S. Doten. (54) Vol. 83, 1919–'20.
Economy of Chlorine as a Disinfectant for Tannery Effluent.* Walter S. Wainwright. (8) Jan.
Special Features of Imhoff Tank Construction.* George B. Gascoigne. (60) Apr.
State's View of Stream Pollution. Francis E. Daniels. (Paper read before N. J. and Penn. Gas Assoc.) (83) Apr. 25.
Observations on English Sewage Treatment. (From *Public Works.*) (96) May 5.
Report of Equipment and Operation of Chicago's Municipal Reduction Plant. (86) May 11.
Final Report on Waste Disposal of Chicago Stockyards.* (13) May 12.
Sewage Disposal for Country Homes.* E. M. Wilkie. (117) June.
Disposal of Industrial Wastes and Stream Pollution. C. A. Emerson. (3) June.
Unique Method of Elimination of Odors from Industrial Wastes.* Harlan H. Edwards. (60) June.
Air-Lift Removal of Sludge from Sewage Tanks.* W. G. Kirchoffer. (13) June 2.
A Plan for Meeting Water-Supply and Sewerage Costs. Robert B. Morse and Abel Wolman. (13) June 2.
Observations on the Anopheles Mosquito and Sea Water. T. H. D. Griffiths. (From *Public Health Reports.*) (86) June 8.
Final Report on Disposal of Industrial Wastes from Chicago Stockyards. (86) June 8.
Sewage Treatment Plant for Calumet Region of Chicago Sanitary District.* Langdon Pearse. (13) June 9.
British Experiences with the Activated Sludge Process. H. C. H. Shenton. (From *The Surveyor.*) (86) June 29.
Lights and Shadows of the Activated Sludge Process for the Treatment of Sewage and Industrial Wastes. Harrison P. Eddy. (4) July.
Disposal of Industrial Wastes and Steam Pollution. C. A. Emerson. (117) July.
Recovery of Flooded Sewer Tunnels at Milwaukee.* (13) July 7.
Nine Years' Operation of the Baltimore Sewage-Works.* Theodore C. Schaetzle. (13) Serial beginning July 14.
Loading of Sea-Going Dredges.* (96) July 21.
Egouts Publics.* (Public Drains.) Ch. Dubosch. (30) Serial beginning Apr.

Structural.

Photo-Elastic Measurements of the Stress Distribution in Tension Members Used in the Testing of Materials.* Ernest G. Coker. (63) Vol. 208, Pt. 2, 1918–'19.
Arched Dams.* B. A. Smith. (54) Vol. 83, 1919–'20.
Notes on the Guatemala Earthquakes, and Earthquake-Proof Construction.* S. Vilar y Boy. (54) Vol. 83, 1919–'20.
Final Report of the Special Committee on Steel Columns and Struts.* (54) Vol. 83, 1919–'20.
Report on Cause and Correction of Foundation Troubles of Box Factory at Natchez, Mississippi.* C. E. Smith. (54) Vol. 83, 1919–'20.
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The Proposed New York and New Jersey Vehicular Tunnel.* (54) Vol. 83, 1919–'20.
Improving Arch Action in Arch Dams.* L. R. Jorgensen. (54) Vol. 83, 1919–'20.
Bond in Reinforced Concrete. (12) Jan. 21.
American Concrete Mixing Machinery.* (12) Jan. 21.
Fire Prevention. Stewart A. Jellett. (Paper read before Am. Soc. of Heating and Pennsylvania Engrs.) (2) Apr.

* Illustrated.

Structural—(Continued).

The Deposition of Concrete by Chute Conveyors.* Edgar A. Cross. (11) Apr. 22.
Concrete Construction in Connection with Housing Schemes.* William Ransom. (114) Apr. 23.
Difficult Roof Reconstruction Accomplished by Use of a "Cement-Gun".* L. R. Talbot and George P. Trax. (86) Apr. 27.
Electrical Construction Features of Raisin Plant.* W. A. Scott. (117) May.
Judging the Quality of Portland Cement.* R. J. Colony. (117) May.
Kansas Central Elevator Storage Annex.* W. F. Leggett. (117) May.
The Conservation of Steel Stacks Weakened by Corrosion.* John W. Schaefer. (117) May.
A Logical Scheme for Determining the Concrete Making Value of Available Aggregates and Its Practical Application to the Production of Concretes of Pre-determined Quality in the Field.* G. M. Williams. (5) May.
Effect of Sea Water on Concrete Structures.* (67) May.
Waterproofing Concrete by Hydrated Lime Process. Bela Nagy. (67) May.
Imitating Building-Rock in Stucco. Hjalmer Lindquist. (67) May.
Lateral and Vertical Pressure Effect of Piles in Clay.* Henry R. Lordly. (Paper read before Soc. of Engrs.) (36) May.
Construction Costs.* W. N. Connor. (109) May.
Effect of High Temperature Fire on Concrete Building.* (13) May 5.
Shield *vs.* Trench Method for Hudson Vehicle Tubes. (13) May 5.
Efficient Plant for Handling Concrete on Dam. (13) May 5.
Construction Features of New Reinforced Concrete Covered Reservoir for Arkansas City, Kansas.* R. E. McDonnell. (86) May 11.
Tunnel Building in Nicaraguan Jungles.* H. L. Thackwell. (13) May 12.
Moments for Continuous Beams of Uniform Live Load.* H. M. Gibb. (13) May 12.
Diagram for Designing Reinforced Concrete Chimneys.* F. E. Hertel. (13) May 12.
A Method for Laying Out Rise and Run of Starways.* Raymond C. Reese. (13) May 12.
Diagram for Effect of Flange Holes in Beams and Channels.* Henry Kercher. (13) May 12.
Bunk-Houses Built in Sections for Convenience in Moving.* R. M. Adams. (13) May 12.
Concrete Wireless Tower 672 Ft. High in Japan. (13) May 19.
Plant Layouts for Reinforced Concrete Construction.* (Paper read before Am. Concrete Inst.) (86) May 25.
The Design of Column and Wall Forms.* E. F. Rockwood. (86) May 25.
Effect of Crusher Screenings in Concrete.* Walter C. Adams and James G. Ross. (From report made to Hersey Co.) (96) May 26.
Labor Hours Per Output Unit in Building Construction.* Frank E. Barnes. (13) May 26.
Inclined Wall Braced by Struts to Hold Sliding Loess.* (13) May 26.
Eight-Story Steel-Frame Building Moved on Rollers.* E. Dauenhauer. (13) May 26.
The One-Piece House.* Harry A. Mount. (46) May 28.
Extraordinarily Good Quality of Portland Cement Produced.* J. L. Goffette. (67) June.
Reinforced Concrete Construction Without the Use of Forms.* C. W. Donaldson. (67) June.
Reducing the Cost of Steel-Frame Buildings. R. Fleming. (4) June.
Progress in Investigation of Alkali Action on Concrete. E. C. Bebb. (117) June.
How One Consulting Engineer Got a Job.* (Designing schoolhouse.) Elwyn E. Seelye. (13) June 2.
Plastic Gypsum Made Possible by a New Method. Warren E. Emley. (13) June 16.
Conservation of Corrosion Weakened Steel Stacks by Encasing with Concrete.* John V. Schaefer. (86) June 22.
Tests on High Tension Steels in Reinforced Concrete Design. H. Kempton Dyson. (From *Concrete and Constructional Engineering.*) (86) June 29.
Building the Jersey City Prize-Fight Stadium.* (13) June 30.
"Slow-Burning" Specifications. (Report of Comm. of National Fire Protection Assoc.) (96) June 30.
Suggestions for Concrete Design. Harold A. Axtell. (96) June 30.
Accoustical Properties of Buildings.* F. R. Watson. (4) July.
Wind Pressures and the Design of Radio and High Transmission Towers.* S. P. Wing. (73) July 1.
Tunnel Concrete Lining Placed by Pneumatic Gun.* W. D. Shannon. (13) July 7.
Proposed Investigations in Structural Engineering. W. M. Wilson. (96) July 7.
Design of Structural Steel Plant of 5 000-Ton Capacity. (96) Serial beginning July 14.
How Much Air for the Tunnel. George H. Dacy. (46) July 16.
Fire Resistance of Building Columns as Shown by Test.* R. E. Wilson. (13) July 21.
Extension of Tall Steel Building Involves Unique Operations.* (13) July 28.
Recherches sur les Plaques Rectangulaires Minces Appuyées a leur Pourtour.* (Experiments on Thin Rectangular Plates Supported at their Circumferences.) M. Pigeaud. (43) Jan–Feb.
Le Calcul des Colonnes.* (Calculation of Columns.) L. Lemaire. (30) Feb.
Piliers Murs Immergés-Barrages a Sections Horizontales Egalement Comprimeés—Formules Pratiques.* (Piers of Submerged Walls and Dams with Equally Compressed Horizontal Sections—Practical Formulas.) J. Duvigneaud. (30) Serial beginning Feb.
Ueber das Verhalten feuerfester Steine unter Belastung bei hohen Temperaturen.* (On the Behavior of Refractory Stone Under Loads at High Temperatures.) K. Endell. (50) Jan. 6.
Versuche mit Hochofenschlacke.* (Researches with Blast-Furnace Slag.) H. Burchartz. (50) Feb. 10.
Die Berechnung der Wärmeleitzahl verschiedener Baustoffgefüge.* (Calculation of the Heat Conductivity Factor of Various Forms of Building Construction.) E. Schulthess. (107) Feb. 26.

* Illustrated.

Structural—(Continued).

Feuerfeste Steine unter Druck bei hohen Temperaturen.* (Refractory Stone Under Pressure at High Temperatures.) (48) Mar. 12.
Neue Eisenbetonvorschriften in Oesterreich.* (New Reinforced Concrete Regulations in Austria.) Karl Haberkalt. (107) Serial beginning Mar. 26.
Eisenanlagen in hochofenschlackenhaltigen Zementen. (Iron Content of Blast-Furnace Slag Cement.) Richard Grün. (50) Apr. 28.
Zur Frage der Biegung.* (On the Bending Question.) Rob. Maillart. (107) Apr. 30.

Topographical.

Combined Methods Useful in Topographical Surveying.* P. J. Barry. (13) May 12.

Water Supply.

The flow of Water in Pipes and Pressure Tunnels.* Frederick John Mallett. (63) Vol. 208, Pt. 2, 1918–'19.
Discharge of Large Cast-Iron Pipe-Lines in Relation to Their Age.* Alfred Atkinson Barnes. (63) Vol. 208, Pt. 2, 1918–'19.
Physiography of Water-Sheds and Channels, and Analysis of Stream Action of Southern California Rivers, With Reference to the Problems of Flood Control.* A. L. Sonderegger. (54) Vol. 83, 1919–'20.
Experiments on the Flow of Water Through Contractions in an Open Channel.* E. W. Lane. (54) Vol. 83, 1919–'20.
Grouting Operations, Catskill Water Supply.* James F. Sanborn and M. E. Zipser. (54) Vol. 83, 1919–'20.
Comprehensive Plotting of Water Turbine Characteristics.* Karl R. Kennison. (54) Vol. 83, 1919–'20.
The Silt Problem of the Zuni Reservoir.* H. F. Robinson. (54) Vol. 83, 1919–'20.
The Accuracy of Water-Level Recorders and Indicators of the Float Type.* J. C. Stevens. (54) Vol. 83, 1919–'20.
Pressures in Penstocks Caused by the Gradual Closing of Turbine Gates.* Norman R. Gibson. (54) Vol. 83, 1919–'20.
The East Canyon Creek Dam.* A. F. Parker. (54) Vol. 83, 1919–'20.
Improving Arch Action in Arch Dams.* L. R. Jorgensen. (54) Vol. 83, 1919–'20.
Cement Joints for Cast-Iron Water Mains.* Clark H. Shaw. (54) Vol. 83, 1919–'20.
Construction Methods Used in Building the Lower Reservoir Dam of the Balmorhea Project.* Vernon L. Sullivan. (54) Vol. 83, 1919–'20.
Determination of the Duty of Water By Analytical Experiment.* W. C. Hammatt. (54) Vol. 83, 1919–'20.
Verification of the Bazin Weir Formula By Hydro-Chemical Gaugings.* Floyd A. Nagler. (54) Vol. 83, 1919–'20.
Arched Dams.* B. A. Smith. (54) Vol. 83, 1919–'20.
The Duty of Water in the Pacific Northwest.* J. C. Stevens. (54) Vol. 83, 1919–'20.
Hydraulic-Fill Dams.* Allen Hazen. (54) Vol. 83, 1919–'20.
The Relation Between the Flood Flow of Streams and Intensity of Rainfall.* Harrison P. Eddy. (60) Apr.
The Water Supply of Philadelphia.* John W. Ledoux. (2) Apr.
The Ribadelago Hydro-Electric Scheme. E. Scott Rivett. (26) Apr. 29.
Incrusted Pipes Cause Heavy Losses.* C. R. Knowles. (87) May.
Water Supply for Phœnix, Ariz.* W. A. Scott. (117) May.
Successful Test of Miami Germantown Dam.* (117) May.
Report of the Joint Committee on Standard Specifications for Water Meters. (59) May.
Significance of Hydrogenion Concentration in Drinking Water and Particularly for the Business of Water Supply.* A. Massink and J. A. Heymann. (59) May.
Effective Dilution as a Pollution Unit. William Firth Wells. (59) May.
Development of the F. M. Double Check Valves as a Safeguard for Public Water Supplies.* H. A. Burnham. (59) May.
Pollution of River Water in the Pittsburgh District.* C. M. Young. (59) May.
Experiences With Iron in the Public Water Supply at Shelby, Ohio.* Philip Burgess. (59) May.
More Power from Niagara: The Queenston Scheme.* (118) May.
An Intermountain Irrigation Project.* G. B. Walker. (111) May 1.
Concrete Dam on Eel River, Built on Shale Foundation.* (13) May 5.
Efficient Plant for Handling Concrete on Dam.* (13) May 5.
Good Practice and Some Features in Log-Flume Construction.* V. K. Woods. (13) May 5.
Water Purification Plant at Highland Park, Michigan. (13) May 5.
America's Greatest Dam.* W. B. West. (46) May 7.
The Net Duty of Irrigation Water. W. L. Powers. (From *Reclamation Record.*) (86) May 11.
Regulations Governing Development of Water Power in Japan.* (27) May 14.
Evaporation from Reservoirs. (From papers read before National Elec. Light Assoc.) (111) May 15.
Hydro-Electric Practice—Features of Design.* C. Voetsch. (64) May 24.
Filtration Plant for Scarboro Township.* (96) May 26.
A Country House Hydro-Electric Installation.* (26) May 27.
Standard Specifications for Cold-Water Meters, Disc Type. (28) June.
Report of Committee on Rainfall and Run-Off Measurements.* (28) June.
The Flush Valve.* Gordon M. Fair. (28) June.
Pipe Extension Charges. Nicholas S. Hill, Jr. (28) June.
B. Welchii As Test for Safe Water and Cause of Water-Borne Diarrhea. (13) Serial beginning June 2.
Coagulation of Water With Alum by Prolonged Agitation.* Wilfred F. Langelier. (13) June 2.

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* Illustrated.

Water Supply—(Continued).

A Plan for Meeting Water-Supply and Sewerage Costs. Robert B. Morse and Abel Wolman. (13) June 2.
Alterations to Queen Lane Water Filters, Philadelphia.* John S. Ely. (13) June 2.
Water-Closet Flush Tanks and the Water-Waste Problem. Albert O. True. (13) June 2.
Reservoir Capacity Curves Without Topographic Survey.* C. C. Jacob. (13) June 2.
Design and Construction Features of the Kerckhoff Dam.* B. F. Jakobsen. (86) June 8.
The Marshall Plan for Utilizing California's Waters. (13) June 9.
Earth Fill Irrigation Dam Has Some Novel Details.* Clair V. Mann. (13) June 16.
Tests of Dredge Pump Operation for Hydraulic Fill.* Ivan E. Houk. (13) June 16.
Absorption in Sand Filters.* John Don. (Paper read before Inst. of Water Engrs.) (11) June 17.
Percolation and Tube Wells.* (11) June 17.
Rebuilding an Old New England Water-Power Plant.* E. H. Swett. (13) June 23.
Romance of Water Storage; All Surface Supplies Must Be Filtered and Sterilized. George A. Johnson. (96) June 23.
Lead Poisoning and Water Supplies. James F. Reade. (From *Water and Water Engineering.*) (86) June 29.
Welland-Niagara District's Water Supply Problems.* F. A. Dallyn. (96) Serial beginning June 30.
Indian State Builds a Power and Irrigation Dam.* E. W. T. Slater. (13) June 30.
Winter Work on a Quebec Water-Power Development.* (13) June 30.
Capillary Water in Various Soils. (From *Public Roads.*) (96) June 30.
Filtration at Peterboro, Ont. (96) June 30.
Sterilization of Water by Chlorine Gas.* J. Stanley Arthur. (75) July–Dec., 1920.
Hydroelectric Development at Niagara Falls.* John L. Harper and J. A. Johnson. (42) July.
Hydroelectric Power Possibilities on Columbia River.* W. A. Scott. (117) July.
Water Treatment for Small Municipalities. E. M. Partridge. (60) July.
Boiler Feed Water Purification. S. B. Applebaum. (105) July 6.
Sliding Form for Lining Chippawa Power Canal.* (13) July 7.
Colorado Rainfall Records and Flood Estimate.* (13) July 7.
Duplication or Looping of Water Mains; Calculation of Discharge and effect on the Hydraulic Gradient.* William Blackadder. (From paper read before Inst. and Shipbuilders of Scotland.) (86) July 13.
Increasing the Yield of an Old Filter Plant* Charles H. Capen. (From *Public Health News.*) (86) July 13.
Elimination of Tastes in Water at Marquette, Michigan.* W. C. Brockway. (13) July 14.
Experiences in Pressure Grouting Lead to Hydraulic Machine.* Shirley C. Hulse. (13) July 14.
Extension of Spruce Lake Water Supply at St. John.* W. G. Chace. (96) July 21.
Electrical Energy from City Water Supply.* D. J. McCormack. (27) July 23.
Flood Control Reservoirs on the Minnesota River.* (13) July 28.
Tests on Run-Off from Muck Soil in the Everglades. (13) July 28.
Flow of Water Through Galvanized Spiral Riveted Steel Pipe.* F. W. Greve. (13) July 28.
Les Irrigations de la Vallée du Rio Negro (Argentine) et le Barrage de Neuquén.* (Irrigation Works in the Rio Negro Valley (Argentina) and the Neuquén Dam.) (33) Apr. 23.
Le Calcul des Conduites d'Eau par la Formule de Dupuit.* (Calculation of Water Mains by Dupuit's Formula.) (33) June 11.
Zur Berechnung von Druckschächten.* (On the Calculation of Delivery Tunnels.) J. Büchi. (107) Serial beginning Feb. 5.
Das projektierte Kraftwerk Wäggital.* (The Proposed Wäggital Power Plant.) (107) Feb. 19.
Tunnelrüstung Bauart Alfred Kunz in München.* (Tunnel Lining, Alfred Kunz System, in Munich.) Konrad Pressel. (107) Feb. 26.
Ueber graphische Behandlung von Wasserschlossproblemen.* (On Graphic Treatment of Water Reservoir Problems.) E. Braun. (107) Mar. 12.
Die Landquartwerke der "Bundner Kraftwerke".* (The Landquart Plant of the "Bundner Kraftwerke".) (107) Mar. 19.
Die Wasserkraftwerke am Rjukanfos und am Glomfjord in Norwegen.* (The Hydraulic Power Plants at Rjukanfos and Glomfjord in Sweden.) Gg. v. Troeltsch. (48) Mar. 26.
Steigerung der Werknutzung von Niederdruck—Wasserkraftanlagen.* (Increase in the Power Output of Low-Pressure Hydraulic Power Plants.) H. Baun. (107) Apr. 23.
Ueber die Ausnutzung der Wasserkräfte auf Chemischem Wege. (On the Utilization of Water Power in a Chemical Way.) (107) May 14.

Waterways.

Regulation of Middle Mississippi River.* De Witt C. Jones and Jas. W. Skelly. (100) May–June.
Proposed Pacific Port Terminal at Berkeley, California.* (122) May.
The Minor Equipment of Docks and Harbours.* M. Du Plat-Taylor. (122) May.
The Harbour of Copenhagen and the Trade of the Baltic.* (122) May.
The Illinois Waterway.* M. G. Barnes. (4) May.
Shield *vs.* Trench Method for Hudson Vehicle Tubes. (13) May 5.
Rail and Water Terminal for Nashville, Tenn.* (13) May 5.
Levee Settlement Causes Seepage Under Pump House.* (13) May 12.
Concrete Sea Wall Poured in Block Sections by Tremie.* (13) May 26.
The Hudson Bay Route.* J. W. Tyrrell. (5) June.
Crane Equipment of New River Cargo Jetty at Tilbury.* (122) June.

* Illustrated.

Waterways—(Continued).

The Design and Construction of Large Commercial Fuel Oil Depôts at Ports.* C. Kenyon Bell. (Paper read before Liverpool Eng. Soc.) (122) June.
Antwerp: Sea and River Port.* (122) June.
How Concrete Pile Trestles Are Built.* (87) June.
Precast Slabs Set on Submerged Concrete Piles.* (13) June 9.
Clam-Shell Dredges of Large Size on the Sacramento.* (13) June 9.
Sixty Tons Per Minute: Baltimore's New Coal Pier, and How It Makes Its Records.* J. F. Springer. (46) June 11.
Combination Quay and Pier Built in Restricted Space.* (13) June 23.
Canada's Great Ship Canal.* J. F. Springer. (46) June 25.
Taming the Yellow River.* Charles K. Edmunds. (From *Asia*.) (100) July–Aug.
Docks and Harbours: General Structural Lay-Out, Systems of Control, Operation and Charges. D. J. Owen. (122) Serial beginning July.
The Royal Albert Dock Extension (South). (11) July 1.
Emergency Levee on Mississippi Built in Record Time.* A. L. Dabney. (13) July 14.
Santa Ana River Made to Cut New Outlet to the Sea.* (13) July 28.
Résultats du Concours Interdépartmental de Projects pour un Canal Latéral à l'Allier. Puits-Ecluses, Système Maire.* (Results of Interdepartmental Competition for Plans for a Lateral Canal by the Allier. Maire System Lock-Wells.) (33) Apr. 9.
Die Entwicklung der französischen Seehäfen wahrend der Kriegsjahre.* (The Development of the French Ocean Harbors During the War Years.) (107) Serial beginning Apr. 23.
Die Unterfangungsarbeiten beim Erweiterungsbau der Hamburg-Amerika-Linie in Hamburg.* (Foundation Construction in the Rebuilding for the Hamburg-Amerika Line at Hamburg.) O. Colberg. (107) Mar. 5.
Technische Grundlagen zur Beurteilung schweizerischer Schiffahrtsfragen.* (Technical Bases for a Consideration of the Swiss Navigation Problem.) (107) Serial beginning May 14.

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* Illustrated.

Vol. XLVII. AUGUST, 1921. No. 6.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

CONTENTS

For Index to all Papers, the discussion of which is current, see the back of the cover

Vol. XLVII. AUGUST, 1921. No. 6.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

TENTATIVE SPECIFICATIONS FOR CONCRETE AND REINFORCED CONCRETE

SUBMITTED AS A PROGRESS REPORT OF THE JOINT COMMITTEE ON STANDARD SPECIFICATIONS FOR CONCRETE AND REINFORCED CONCRETE

AFFILIATED COMMITTEES

OF THE

American Society of Civil Engineers,
American Society for Testing Materials,
American Railway Engineering Association,
Portland Cement Association,
American Concrete Institute.

SUBMITTED TO CONSTITUENT ORGANIZATIONS,
JUNE 4TH, 1921.

PREFACE.

The Joint Committee on Standard Specifications for Concrete and Reinforced Concrete consists of five representatives from each of the following:

American Society of Civil Engineers,
American Society for Testing Materials,
American Railway Engineering Association,
American Concrete Institute,
Portland Cement Association.

This Committee is the successor of the Joint Committee on Concrete and Reinforced Concrete which was organized in Atlantic City, N. J., June 17th, 1904, and was formed by the union of special committees appointed in 1903 and 1904 by the above-named organizations, except the American Concrete Institute, which was added by invitation of the Joint Committee in 1915. The previous Committee presented progress reports in 1909 and 1912, and adopted a final report to its constituent organizations on July 1st, 1916.* It was the purpose of that Committee to prepare a Recommended Practice for Concrete and Reinforced Concrete. Its final report stated:

"The report is not a specification, but may be used as a basis for specifications."

The present Joint Committee is charged with the preparation of Specifications for Concrete and Reinforced Concrete, and in preparing these specifications is using as a basis the report of the former Joint Committee with such modifications as are necessary to make its recommendations agree with current practice, and such new data as mark advances in the art.

The initiative in bringing about the present Joint Committee was taken by the Committee on Reinforced Concrete of the American Society for Testing Materials on June 27th, 1917, when the Committee voted to request the Executive Committee of the Society to invite the Member Societies of the previous Joint Committee to co-operate in the formation of a new Joint Committee. The Executive Committee approved this request on April 25th, 1919, and an invitation was issued to each of the above-named organizations by the Executive Committee on behalf of the American Society for Testing Materials, to appoint five members on a Joint Committee on Specifications for Reinforced Concrete. The last of these organizations accepted the invitation on November 22d, 1919. On January 21st, 1920, a call for an organizing meeting on February 11th, 1920, was sent by the Executive Committee of that Society, to each of the twenty-five representatives of co-operating organizations, together with a list of members of the Joint Committee, and an outline of organization that had been previously submitted by the American Society for Testing Materials to, and approved by, the co-operating organizations.

The organizing meeting was held at the Engineers' Club, Philadelphia, Pa., and was called to order by George S. Webster, then Vice-President of the American Society for Testing Materials, who explained that he had been

* *Transactions*, Am. Soc. C. E., Vol. LXXXI (1917), p. 1101.

directed by the Executive Committee of that Society to act as Temporary Chairman; he further stated that C. L. Warwick, Secretary-Treasurer of the Society, had been requested to act as Temporary Secretary until a formal organization of the Joint Committee had been effected.

The personnel of the Joint Committee is as follows:

American Society of Civil Engineers

Rudolph P. Miller, *Chairman*, Consulting Engineer, New York City Resigned March 28th, 1921. Succeeded as Chairman by

W. A. Slater, Engineer-Physicist, Bureau of Standards, Washington, D. C.

William K. Hatt, Professor of Civil Engineering, Purdue University, Lafayette, Ind.

A. E. Lindau, General Manager of Sales, Corrugated Bar Company, Buffalo, N. Y.

Sanford E. Thompson, Consulting Engineer, Boston, Mass.

Franklin R. McMillan,* 628 Metropolitan Bank Building, Minneapolis Minn.

American Society for Testing Materials

Richard L. Humphrey, *Chairman*, Consulting Engineer, Philadelphia, Pa

Albert T. Goldbeck, Engineer of Tests, Bureau of Public Roads, Washington, D. C.

Edward E. Hughes, Vice-President, Franklin Steel Works, Franklin, Pa.

Henry H. Quimby, Chief Engineer, Department of City Transit, Philadelphia, Pa.

Leon S. Moisseiff, Consulting Engineer, New York City.

American Railway Engineering Association

J. J. Yates, *Chairman*, Bridge Engineer, Central Railroad of New Jersey, Jersey City, N. J.

George E. Boyd, Division Engineer, Delaware, Lackawanna, and Western Railroad Company, Buffalo, N. Y.

Frederick E. Schall, Bridge Engineer, Lehigh Valley Railroad Company, Bethlehem, Pa.

H. T. Welty, Engineer of Structures, New York Central Railroad, New York City.

C. C. Westfall, Engineer of Bridges, Illinois Central Railroad Company, Chicago, Ill.

American Concrete Institute

S. C. Hollister, *Chairman*, Consulting Engineer, Philadelphia, Pa.

Robert W. Lesley, Past-President, Association of American Portland Cement Manufacturers, Philadelphia, Pa.

Arthur R. Lord, President, Lord Engineering Company, Chicago, Ill.

Egbert J. Moore, Vice-President, Turner Construction Company, New York City.

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* Appointed to fill vacancy.

LEONARD C. WASON, President, Aberthaw Construction Company, Boston, Mass. Resigned October 19th, 1920. Succeeded by

ANGUS B. MACMILLAN, Chief Engineer, Aberthaw Construction Company, Boston, Mass.

PORTLAND CEMENT ASSOCIATION.

FREDERICK W. KELLEY, *Chairman,* President, Helderberg Cement Company, Albany, N. Y.

DUFF A. ABRAMS, Professor in Charge, Structural Materials Research Laboratory, Lewis Institute, Chicago, Ill.

ERNEST ASHTON, Chemical Engineer, Lehigh Portland Cement Company, Allentown, Pa.

EDWARD D. BOYER, Cement Expert, Atlas Portland Cement Company, New York City.

J. H. LIBBERTON, Manager, Service Bureau, Universal Portland Cement Company, Chicago, Ill. Resigned January 1st, 1921. Succeeded by

J. E. FREEMAN, Manager, Structural Bureau, Portland Cement Association, Chicago, Ill.

The Committee perfected a permanent organization on February 11th, 1920, under the title "Joint Committee on Standard Specifications for Concrete and Reinforced Concrete" with the following officers:

Chairman, RICHARD L. HUMPHREY, Philadelphia, Pa.
Vice-Chairman, J. J. YATES, Jersey City, N. J.
Secretary-Treasurer, DUFF A. ABRAMS, Chicago, Ill.

and an Executive Committee consisting of these officers, and Rudolph P. Miller,* New York City, and S. C. Hollister, Philadelphia. Pa.

The Committee adopted Rules of Organization and apportioned the work of preparing a tentative draft of the specifications among sub-committees, the present personnel of which is as follows:

1.—*Materials (other than Reinforcing)*:
Albert T. Goldbeck, *Chairman,*
Duff A. Abrams,
J. E. Freeman,†
Sanford E. Thompson,
J. J. Yates.

2.—*Metal Reinforcement:*
J. J. Yates, *Chairman,*
Duff A. Abrams,
William K. Hatt,
Edward E. Hughes,
A. E. Lindau.

3.—*Proportioning and Mixing:*
W. A. Slater, *Chairman,*
Duff A. Abrams,
Ernest Ashton,
George E. Boyd,
Henry H. Quimby.

4.—*Forms and Placing:*
George E. Boyd, *Chairman,*
Edward D. Boyer,
Angus B. MacMillan,‡
Egbert J. Moore,
Frederick E. Schall.

* Succeeded by W. A. Slater, May 25th, 1921.
† Succeeded J. H. Libberton, January 1st, 1921.
‡ Succeeded Leonard C. Wason, October 19th, 1920.

5.—*Design:*
S. C. Hollister, *Chairman,*
William K. Hatt,
A. E. Lindau,
Arthur R. Lord,
Franklin R. McMillan
Egbert J. Moore,
W. A. Slater,
H. T. Welty.

6.—*Details of Construction and Fire-Proofing:*
Franklin R. McMillan,* *Chairman,*
William K. Hatt,
Arthur R. Lord,
Leon S. Moisseiff,
C. C. Westfall.

7.—*Water-Proofing and Protective Treatment:*
Frederick W. Kelley, *Chairman,*
Albert T. Goldbeck,
S. C. Hollister,
Robert W. Lesley,
C. C. Westfall.

8.—*Surface Finish:*
Henry H. Quimby, *Chairman,*
Edward D. Boyer,
J. E. Freeman,†
Angus B. MacMillan,‡
H. T. Welty.

9.—*Form of Specification:*
Richard L. Humphrey, *Chairman,*
Duff A. Abrams, *Secretary,*
George E. Boyd,
Albert T. Goldbeck,
S. C. Hollister,
Frederick W. Kelley,
Franklin R. McMillan,*
Henry H. Quimby,
W. A. Slater,
J. J. Yates.

The Joint Committee held the following meetings:

Organization meeting, Philadelphia, Pa., February 11th, 1920;
Second meeting, Asbury Park, N. J., June 23d and 24th, 1920;
Third " New York City, October 26th, 27th, and 28th, 1920;
Fourth " New York City, December 15th, 16th, and 17th, 1920;
Fifth " New York City, March 2d, 3d, and 4th, 1921;
Sixth " New York City, April 13th, 14th, and 15th, 1921.

At these meetings the Joint Committee considered the reports of its sub-committees, which were edited by the Sub-Committee on Form and incorporated in the Tentative Specifications for Concrete and Reinforced Concrete herewith submitted.

TENTATIVE REPORT IS SUBMITTED FOR CRITICISM AND DISCUSSION.

The Rules of Organization of the Joint Committee which were submitted to, and approved by, each of its constituent organizations, provide that,

"The initial report of the Joint Committee shall be considered by each of the five organizations as a tentative report submitted for criticism and discussion, limited to not less than six months nor more than one year. Such discussions shall then be referred to the Joint Committee for consideration in revising its report." (Article IX, Section 2.)

* Succeeded Rudolph P. Miller, May 25th, 1921.
† Succeeded J. H. Libberton, January 1st, 1921.
‡ Succeeded Leonard C. Wason, October 19th, 1920.

The Joint Committee, in submitting these Tentative Specifications for Concrete and Reinforced Concrete in accordance with the foregoing requirement, wishes it clearly understood that it reserves the right to make such changes as may be found desirable, after a further study of the available data. While not prepared to submit a final report at this time, the Joint Committee is of the opinion that the specifications are in such shape as to make it desirable to issue them tentatively for the purpose of facilitating the final submission of Standard Specifications for Concrete and Reinforced Concrete.

The Joint Committee earnestly requests that every facility be provided by its constituent organizations for the fullest consideration of these Tentative Specifications in order that it may be in a position, as a result of their thorough discussion, to reflect in the final specifications the best current practice.

The Joint Committee further calls attention to the fact that it has undertaken to prepare specifications covering the fundamentals to be observed in the general use of concrete and reinforced concrete; no attempt has been made to cover the details involved in the use of these materials in special structures. While the sections relating to design deal primarily with building construction, nevertheless the principles involved are in general applicable to structures of other types. It is expected that in using these specifications the necessary supplemental requirements will be added covering details.

This report has been submitted to letter ballot of the Joint Committee which consists of 25 members, representing 5 societies, all of whom have voted affirmatively.

Respectfully submitted,

RICHARD L. HUMPHREY, *Chairman.*

J. J. YATES, *Vice-Chairman.*

DUFF A. ABRAMS, *Secretary-Treasurer.*

ERNEST ASHTON,
GEORGE E. BOYD,
EDWARD D. BOYER,
J. E. FREEMAN,
ALBERT T. GOLDBECK,
WILLIAM K. HATT,
S. C. HOLLISTER,
EDWARD E. HUGHES,
FREDERICK W. KELLEY,
ROBERT W. LESLEY,
A. E. LINDAU,
ARTHUR R. LORD,
ANGUS B. MACMILLAN,
FRANKLIN R. MCMILLAN,
LEON S. MOISSEIFF,
EGBERT J. MOORE,
HENRY H. QUIMBY,
FREDERICK E. SCHALL,
W. A. SLATER,
SANFORD E. THOMPSON,
H. T. WELTY,
C. C. WESTFALL.

CONTENTS

LIST OF TABLES.

LIST OF APPENDICES.

The specifications and methods of test given in Appendices III to XV, inclusive, form a part of the Tentative Specifications for Concrete and Reinforced Concrete,* but are not reproduced here.

* These specifications and methods of test are those of the American Society for Testing Materials, either in their present form as adopted by the Society or in the form in which the respective committees of the Society will recommend them for action at the Annual Meeting of the Society, June 21st-24th, 1921.

† American Society for Testing Materials, 1921 Book of A. S. T. M. Standards.

‡ American Society for Testing Materials, *Proceedings*, Vol. XXI, Part I (1921).

TENTATIVE SPECIFICATIONS
FOR
CONCRETE AND REINFORCED CONCRETE.

CHAPTER I.

General Instructions.

1.—These specifications are not complete; they cover the general conditions affecting the use of concrete and reinforced concrete. To complete them it will be necessary for the Engineer to

(*a*) Provide the detail specifications covering the work in particular in which the concrete and reinforced concrete are to be used;

(*b*) Insert in Section 4 the strengths required for the several classes of concrete specified, based either upon preliminary tests or upon the values given in Table 4;

(*c*) Insert in Section 14 the sizes of aggregates required;

(*d*) Strike out one of the titles of the specifications in Section 20;

(*e*) Strike out one of the titles of the specifications in Section 24;

(*f*) Strike out one of the words "volume" or "weight" in Section 27;

(*g*) Strike out two of the three Sections 28 and fill in the necessary blanks for the proportions;

(*h*) Insert in Section 29 the slumps required;

(*i*) Strike out the method or methods inapplicable to the work, in Section 50;

(*j*) Strike out one of the two Sections 97.

CHAPTER II.

Definitions.

2.—The following definitions give the meaning of certain terms as used in these specifications:

Acid Proofing.—Treatment of a concrete surface to resist the action of acid solutions.

Aggregate.—Inert material which is mixed with Portland cement and water to produce concrete; in general, aggregate consists of sand, pebbles, gravel, crushed stone or gravel, or similar materials. (See *Fine Aggregate; Coarse Aggregate.*)

Approved.—Meeting the approval of, or specifically authorized by, the Engineer.

Buttressed Retaining Wall.—A reinforced concrete wall having a vertical stem and a horizontal base, with brackets on the side opposite the pressure face uniting the vertical section with the toe of the base.

Cantilever Retaining Wall.—A reinforced concrete wall having a vertical stem and a horizontal base, each of which resists by cantilever action the pressure to which it is subjected.

Cellular Retaining Wall.—A reinforced concrete wall with a horizontal base, longitudinal vertical sections, and a series of transverse walls, dividing

the space between the longitudinal walls into cells which are filled with earth, or other suitable material. If the top of the cells is covered by a floor-slab, the front longitudinal wall and the filling may be omitted.

Coarse Aggregate.—Aggregate retained on a No. 4 sieve and of a maximum size generally not larger than 3 in. (See *Aggregate; Fine Aggregate*).

Column.—A vertical compression member whose length exceeds three times its least horizontal dimension.

Column Capital.—An enlargement of the upper end of a reinforced concrete column built monolithic with the column and flat slab to increase the moment of inertia of the column and the shearing resistance of the slab at sections where high bending moment or high shear may occur.

Column Strip.—A portion of a panel of a flat slab which has a uniform width equal to one-fourth of the panel length on a line perpendicular to the direction of the strip, and whose outer edge lies on the edge of the panel. (See *Middle Strip*).

Concrete.—A mixture of Portland cement, fine aggregate, coarse aggregate, and water. (See *Mortar*).

Consistency.—A general term used to designate the relative plasticity of freshly mixed mortar and concrete.

Counterforted Retaining Wall.—A reinforced concrete wall having a vertical stem and a horizontal base with brackets on the pressure face uniting the vertical section with the heel of the base.

Crusher-Run Stone.—Unscreened crushed stone. (See *Stone Screenings*).

Cyclopean Concrete.—Concrete in which stones larger than one-man size are individually embedded.

Dead Load.—The weight of the structure plus fixed loads and forces.

Deformed Bar.—Reinforcement bar with shoulders, lugs, or projections formed integrally from the body of the bar during rolling.

Diagonal Direction.—A direction parallel or approximately parallel to the diagonal of the panel.

Dropped Panel.—The structural portion of a flat slab which is thickened throughout an area surrounding the column capital.

Effective Area of Concrete.—The area of a section of the concrete which lies between the tension reinforcement and the compression surface of the beam or slab.

Effective Area of Reinforcement.—The area obtained by multiplying the right cross-sectional area of the metal reinforcement by the cosine of the angle between the direction of the reinforcement bars or wires, and the direction for which the effectiveness of the reinforcement is to be determined.

Engineer.—The engineer in responsible charge of design and construction.

Fine Aggregate.—Aggregate passing through a No. 4 sieve. (See *Aggregate; Coarse Aggregate*).

Flat Slab.—A flat concrete floor or roof plate having reinforcement bars extending in two or more directions and having no beams or girders to carry the load to the supporting columns.

Footing.—A structural unit used to distribute wall or column loads to the supporting material, either directly or through piles.

Gravel.—Loose material containing particles larger than sand, resulting from natural crushing and erosion of rocks. (See *Sand*).

Laitance.—The extremely fine particles which separate from freshly deposited mortar or concrete and collect on the top surface.

Live Load.—Loads and forces which are variable.

Membrane Water-Proofing.—A coating reinforced by fabric, felt, or similar toughening material applied to structures to prevent contact of moisture.

Middle Strip.—The portion of a panel of a flat slab which extends in a direction parallel to a side of the panel, whose width is one-half the panel length on a line at right angles to the direction of the strip and whose center line lies on the center line of the panel. (See *Column Strip*).

Mortar.—A mixture of Portland cement, fine aggregate, and water. (See *Concrete*).

Negative Reinforcement.—Reinforcement so placed as to take stress due to negative bending moment.

Oil-Proofing.—Treatment of a concrete surface to resist the action of mineral, animal, or vegetable oils.

One-Man Stone.—Stone larger than coarse aggregate and not exceeding 100 lb. in weight. (See *Rubble Concrete*).

Panel Length.—The distance between centers of two columns of a panel, in either rectangular direction.

Pedestal Footing.—A member supporting a column, in which the projection from the face of the column on all sides is less than one-half the depth.

Pedestal or Pier.—A vertical compression member whose length does not exceed three times its least horizontal dimension.

Plain Concrete.—Concrete without metal reinforcement.

Portland Cement.—The product obtained by finely pulverizing clinker produced by calcining to incipient fusion an intimate and properly proportioned mixture of argillaceous and calcareous materials, with no additions subsequent to calcination excepting water and calcined or uncalcined gypsum.

Positive Reinforcement.—Reinforcement so placed as to take stress due to positive bending moment.

Principal Design Section.—The vertical sections in a flat slab on which the moments in the rectangular directions are critical. (See Section 146).

Ratio of Reinforcement.—The ratio of the effective area of the reinforcement cut by a section of a beam or slab to the effective area of the concrete cut by that section.

Rectangular Direction.—A direction parallel to a side of the panel.

Reinforced Concrete.—Concrete in which metal is embedded in such a manner that the two materials act together in resisting stress.

Rubble Aggregate.—Stone or gravel larger than coarse aggregate and not larger than one-man stone. (See *One-Man Stone*).

Rubble Concrete.—Concrete in which pieces of rubble aggregate are individually embedded. (See *Rubble Aggregate*).

Sand.—Loose material consisting of small grains (commonly quartz) resulting from the natural disintegration of rocks. (See *Gravel*).

Screen.—A metal plate with closely spaced circular perforations. (See *Sieve*).

Sieve.—Woven wire cloth with square openings. (See *Screen*).

Slump.—The shortening of a standard test mass of concrete used as a measure of workability.

Standard Sand.—Natural sand mined at Ottawa, Ill., screened to pass a No. 20 sieve and retained on a No. 30 sieve, used as the fine aggregate in standard strength tests of Portland cement. (See Appendix III for Specifications).*

Stone Screenings.—Unscreened crushed stone passing through a No. 4 sieve. (See *Crusher-Run Stone*).

Tremie.—A water-tight pipe of suitable dimensions, generally used in a vertical position, for depositing concrete under water.

Wall-Beam.—A reinforced concrete beam which extends from column to column along the outer edge of a wall panel.

CHAPTER III.

Quality of Concrete.

3.—*Quality.*—The quality of concrete shall be expressed in terms of workability as determined by the slump test, and of the compressive strength at 28 days as determined by concrete tests of the materials to be used, as specified in Section 28. The proportions required to produce concrete having the strength specified in Section 4 shall be determined in advance of the mixing of the concrete.

4.—*Strength.*—The concrete shall develop under the conditions specified in Section 3, for the various parts of the work, the following strengths:†

.... lb. per sq. in.
.... lb. per sq. in.
.... lb. per sq. in.
.... lb. per sq. in.

5.—*Tests of Field Specimens.*—Field concrete test specimens shall be made, stored, and tested in accordance with "Standard Methods of Making and Storing Specimens of Concrete in the Field" (Serial Designation: C31—21) of the American Society for Testing Materials. (Appendix XIV).*

CHAPTER IV.

Materials.

A.—Portland Cement.

6.—Portland cement shall conform to the "Standard Specifications and Tests for Portland Cement"‡ (Serial Designation: C9—21) of the American Society for Testing Materials (Appendix III)*, and subsequent revisions thereof.

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* Not reproduced.

† The engineer should insert the strengths for the several classes of concrete specified, based either upon preliminary tests or upon the values given in Table 4, p. 111.

‡ These specifications are also a standard of the following organizations: American Engineering Standards Committee, United States Government, American Railway Engineering Association, American Concrete Institute, and the Portland Cement Association.

B.—Fine Aggregate.

7.—*General Requirements.*—Fine aggregate shall consist of sand, stone screenings, or other inert materials with similar characteristics, or a combination thereof, having clean, hard, strong, durable, uncoated grains and free from injurious amounts of dust, lumps, soft or flaky particles, shale, alkali, organic matter, loam, or other deleterious substances.

8.—*Grading.*—Fine aggregate shall range in size from fine to coarse, preferably within the following limits:

Passing through No. 4 sieve....not less than 95 per cent.
Passing through No. 50 sieve....not more than 30 per cent.
Weight removed by decantation....not more than 3 per cent.

9.—*Sieve Analysis.*—The sieves and method of making sieve analysis shall conform to the "Tentative Method of Test for Sieve Analysis of Aggregates for Concrete" (Serial Designation: C41—21T) of the American Society for Testing Materials. (Appendix IX)*.

10.—*Decantation Test.*—The decantation test shall be made in accordance with the "Standard Method of Test for Quantity of Clay and Silt in Sand for Highway Construction" (Serial Designation: D74—21) of the American Society for Testing Materials. (Appendix X.)*

11.—*Mortar Strength Test.*—Fine aggregate shall preferably be of such a quality that mortar briquettes, cylinders, or prisms, consisting of one part by weight of Portland cement and three parts by weight of fine aggregate†, mixed and tested in accordance with the methods described in the "Standard Specifications and Tests for Portland Cement" (Appendix III),* will show a tensile or compressive strength at ages of 7 and 28 days not less than that of 1:3 standard Ottawa sand mortar of the same plasticity made with the same cement. However, fine aggregate which fails to meet this requirement may be used, provided the proportions of cement, fine aggregate, coarse aggregate, and water are such as to produce concrete of the strength specified.‡ Concrete tests shall be made in accordance with the "Tentative Methods for Making Compression Tests of Concrete" (Serial Designation: C39—21T) of the American Society for Testing Materials. (Appendix XIII).*

12.—*Organic Impurities in Sand.*—Natural sand which shows a color darker than the standard color when tested in accordance with the "Tentative Method of Test for Organic Impurities in Sand for Concrete" (Serial Designation: C40—21T) of the American Society for Testing Materials (Appendix XI),* shall not be used, unless the concrete made with the materials and in the proportions to be used on the work is shown by tests to be of the required strength.

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* Not reproduced.

† In testing aggregate, care should be exercised to avoid the removal of any coating on the grains which may affect the strength. Natural sand should not be dried before being made into mortar, but should contain natural moisture. The quantity of water contained may be determined on a separate sample and the weight of the sand used in the test corrected for the moisture content.

‡ Table 4 furnishes a guide in determining the proportions of materials required to produce a concrete of a given strength, using aggregates of various sizes and concrete of different consistencies.

C.—Coarse Aggregate.

13.—*General Requirements.*—Coarse aggregate shall consist of crushed stone, gravel, or other approved inert materials with similar characteristics, or combinations thereof, having clean, hard, strong, durable, uncoated particles free from injurious amounts of soft, friable, thin, elongated or laminated pieces, alkali, organic, or other deleterious matter.

14.—*Grading.*—Coarse aggregate shall range in size from fine to coarse within the following limits*:

Passing † in. sieve	(maximum size)	not more than 95 per cent.
Passing † in. "	(intermediate size)	† to † per cent.
Passing No. 4 "		not more than 15 per cent.
Passing No. 8 "		" " " 5 per cent.

15.—*Sieve Sizes.*—The test for size and grading of aggregate shall be made in accordance with the "Tentative Method of Test for Sieve Analysis of Aggregate for Concrete" (Serial Designation: C41—21T) of the American Society for Testing Materials. (Appendix IX).‡

D.—Rubble and Cyclopean Aggregate.

16.—*Rubble Aggregate.*—Rubble aggregate shall consist of clean, hard, durable stone larger than coarse aggregate and not larger than one-man stone.

17.—*Cyclopean Aggregate.*—Cyclopean aggregate shall consist of clean, hard, durable stone, free from fissures and planes of cleavage and larger than one-man stone.

E.—Storage of Aggregate.

18.—*Aggregate Storage.*—Aggregate shall be so stored on platforms or otherwise as to avoid the inclusion of foreign materials. Before using, frost, ice, and lumps of frozen materials shall be removed.

F.—Water.

19.—*General Requirements.*—Water for concrete shall be clean and free from oil, acid, alkali, organic matter, or other deleterious substance.

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* Where several suitable aggregates are available, a thorough investigation of the relative economy of each for producing concrete of the desired strength is advisable, especially for work of considerable magnitude.

† The engineer should insert in these blanks the sizes of aggregates required. The size and grading to be used will be governed by local conditions. The limitation on size and grading is intended to secure uniformity of aggregate. The following table indicates desirable gradings for coarse aggregate for certain maximum sizes:

Maximum size of aggregate, in inches.	Percentage by Weight Passing through Standard Sieves with Square Openings.					Percentage Passing, not more than	
	3 in.	2 in.	1½ in.	1 in.	¾ in.	No. 4 sieve.	No. 8 sieve.
3	100	....	40-75	....	....	15	5
2	....	100	....	40-75	....	15	5
1½	....	....	100	....	40-75	15	5
1	....	....	....	100	....	15	5
¾	...	....	....	....	100	15	5

‡ Not reproduced.

G.—Metal Reinforcement.

20.—*Quality.*—Metal reinforcement shall be of a quality and character meeting the requirements of the "Standard Specifications* for Billet-Steel Concrete Reinforcement Bars" (Serial Designation: A15—14), of the American Society for Testing Materials (Appendix IV)†, "Standard Specifications* for Rail-Steel Concrete Reinforcement Bars" (Serial Designation: A16—14), of the American Society for Testing Materials (Appendix V)†, except that the provision for machining deformed bars before testing shall be eliminated.

21.—*Wire.*—Wire for concrete reinforcement shall conform to the requirements of the "Tentative Specifications for Cold-Drawn Steel Wire for Concrete Reinforcement" (Serial Designation: A82—21T), of the American Society for Testing Materials. (Appendix VIII).†

22.—*Standard Sizes of Bars.*—Reinforcement bars shall conform to the areas and equivalent sizes shown in Table 1.

The areas of deformed bars shall be determined by the minimum cross-section thereof.

TABLE 1.—Sizes and Areas of Reinforcement Bars.

Size of bar, in inches.	Area, in Square Inches.	
	Round.	Square.
⅜	0.110	.....
½	0.196	0.250
⅝	0.307	.....
¾	0.442	.....
⅞	0.601	.....
1	0 785	1.000
1⅛	.....	1.266
1¼	.....	1.563

23.—*Deformed Bars.*—An approved deformed bar shall be one that will develop a bond strength at least 25% greater than that of a plain round bar of equivalent cross-sectional area.‡

24.—*Structural Shapes.*—Structural steel shapes used for reinforcement shall conform to the requirements of "Standard Specifications§ for Structural Steel for Bridges" (Serial Designation: A7—21), of the American Society for Testing Materials (Appendix VI)†, "Standard Specifications§ for Structural Steel for Buildings" (Serial Designation: A9—21), of the American Society for Testing Materials (Appendix VII).†

25.—*Cast Iron.*—The quality of cast iron used in composite columns shall conform to the requirements of the "Standard Specifications for Cast-Iron Pipe and Special Castings" (Serial Designation: A44—04), of the American Society for Testing Materials. (Appendix XV).†

* The engineer should strike out one of these titles. The Committee recommends as preferred material for reinforcement that meeting the requirements of the "Standard Specifications for Billet-Steel Concrete Reinforcement Bars" (Serial Designation: A15–14), of intermediate grade (except as noted under Section 20), made by the open-hearth process.

† Not reproduced.

‡ The Committee has under consideration a specification for deformed bars, but is not prepared at this time to make more definite recommendations.

§ The engineer should strike out one of these titles.

CHAPTER V.

Proportioning and Mixing Concrete.

A.—Proportioning.

26.—*Unit of Measure.*—The unit of measure shall be the cubic foot. Ninety-four (94) pounds (one bag or ¼ bbl.) of Portland cement shall be considered as one cubic foot.

27.—*Method of Measuring.*—Each of the constituent materials shall be measured separately by volume* weight.* The method of measurement shall be such as to secure the specified proportions in each batch. If volume measurement is used, the fine aggregate and the coarse aggregate shall be measured loose as thrown into the measuring device. The water shall be measured by an automatic device that will insure the same quantity in successive batches.

28†.—*Proportions.*—The proportions of cement, water, and aggregate shall be such as to produce concrete of the strength and quality specified in Sections 3 and 4. The proportions shall be 1 part of Portland cement....‡ parts of fine aggregate, and....‡ parts of coarse aggregate as determined by the Engineer from concrete tests of the materials to be used. The tests shall be made in accordance with the "Tentative Methods of Making Compression Tests of Concrete" (Serial Designation: C39—21T) of the American Society for Testing Materials. (Appendix XIII)‖. The quantity of water used shall be such as to produce concrete of the consistency required by the particular class of work, and shall be as specified in Section 29. In case the grading of the supply of available aggregate varies from that upon which the proportions were based, such aggregate may be used, provided the new proportions, as determined by the Engineer, are such as to produce concrete of the required strength and quality.

28†.—*Proportions.*—The contractor shall use materials so proportioned and mixed as to produce concrete of the required workability and strength§. Frequent compression tests of the concrete used in the work will be made by the Engineer, and in case of failure to meet the specified strength, the contractor shall make such changes in the materials, proportions, or mixing, as may be necessary to secure concrete of the required strength. Concrete tests shall be made in accordance with the "Standard Methods of Making and Storing Specimens of Concrete in the Field" (Serial Designation: C31—21), of the American Society for Testing Materials (Appendix XIV),‖ and the "Tentative Methods of Making Compression Tests of Concrete" (Appendix XIII)‖.

28†.—*Proportions.*—The proportions shall be 1 part of Portland cement...‡ parts of fine aggregate and....‡ parts of coarse aggregate. The proportions of

* The engineer should strike out one of these terms.

† The engineer should indicate his choice of the method of proportioning to be used by striking out two of the Sections numbered 28.

‡ The engineer should fill in these blanks.

§ The use of this method should be accompanied by a clause in the contract which indicates the procedure to be followed in case tests show that concrete of the specified strength has not been obtained.

‖ Not reproduced.

materials shall be selected from Table 4. In case the grading of the supply of available aggregate varies from that upon which the proportions were based, such aggregate may be used, provided the new proportions, as determined by the Engineer, are such as to produce concrete of the required strength and quality.

B.—Consistency.

29.—The Engineer shall determine and specify the consistency of the concrete for various portions of the work based on tests of the materials to be used. The consistency of the concrete shall be measured by the slump test in the manner described in the "Tentative Specifications for Workability of Concrete for Concrete Pavements" (Serial Designation: D62—20T), of the American Society for Testing Materials. (Appendix XII)*. The slump for different types of concrete shall not be greater than as indicated in Table 2.

The consistency shall be checked from time to time during the progress of the work.

TABLE 2.—Workability of Concrete.

Type of Concrete.	Maximum slump, in inches.
1.—Mass concrete	†
2.—Reinforced concrete:	
(a) Thin vertical sections and columns	†
(b) Heavy sections	†
(c) Thin confined horizontal sections	†
3.—Roads and pavements:	
(a) Hand-finished	†
(b) Machine finished	†
4.—Mortar for floor finish	†

† The engineer should insert the slumps required, based on tests called for in this Section. The slump test requirement is intended to insure concrete mixed with the minimum quantity of water required to produce a plastic mixture. The following table indicates the maximum slump desirable for the various types of concrete, based on average aggregates and proportions:

Type of Concrete.	Maximum slump, in inches.
1.—Mass concrete	2
2.—Reinforced concrete:	
(a) Thin vertical sections and columns	6
(b) Heavy sections	2
(c) Thin confined horizontal sections	8
3.—Roads and pavements:	
(a) Hand-finished	4
(b) Machine-finished	1
4.—Mortar for floor finish	2

C.—Mixing.

30.—*Machine-Mixing.*—Mixing, unless otherwise authorized by the Engineer, shall be done in a batch mixer of approved type, which will insure a uniform distribution of the materials throughout the mass, so that the mixture is uniform in color and homogeneous. The mixer shall be equipped with suitable charging hopper, water storage, and a water-measuring device controlled from a case which can be kept locked and so constructed that the water can be discharged only while the mixer is being charged. It shall also be

* Not reproduced.

equipped with an attachment for automatically locking the discharge lever until the batch has been mixed the required time after all materials are in the mixer. The entire contents of the drum shall be discharged before recharging. The mixer shall be cleaned at frequent intervals while in use.

31.—*Time of Mixing.*—The mixing of each batch shall continue not less than $1\frac{1}{2}$ min. after all the materials are in the mixer, during which time the mixer shall rotate at a peripheral speed of about 200 ft. per min. The volume of the mixed material per batch shall not exceed the manufacturer's rated capacity of the mixer.

32.—*Hand-Mixing.*—When hand-mixing is authorized by the Engineer it shall be done on a water-tight platform. The materials shall be turned at least six times after the water is added and until the batch is homogeneous in appearance and color.

33.—*Retempering.*—The retempering of concrete or mortar which has partly hardened, that is, remixing with or without additional cement, aggregate, or water, shall not be permitted.

CHAPTER VI.

Depositing Concrete.

A.—Depositing in Air.

34.—*General.*—Before beginning a run of concrete, hardened concrete and foreign materials shall be removed from the inner surfaces of mixing and conveying equipment.

35.—*Approval.*—Before depositing concrete, débris shall be removed from the space to be occupied by the concrete; forms shall be thoroughly wetted (except in freezing weather), or oiled. Reinforcement shall be thoroughly secured in position and approved by the Engineer.

36.—*Handling.*—Concrete shall be handled from the mixer to the place of final deposit as rapidly as practicable by methods which shall prevent the separation or loss of the ingredients. It shall be deposited in the forms as nearly as practicable in its final position to avoid rehandling. It shall be deposited in approximately uniform horizontal layers; the piling up of the concrete in the forms in such manner as to permit the escape of the mortar from the coarse aggregate will not be permitted. Forms for walls or other thin section of considerable height, shall be provided with openings, or other devices which will permit the concrete to be placed in a manner that will avoid accumulations of hardened concrete on forms or metal reinforcement. Under no circumstances shall concrete that has partly hardened be deposited in the work.

37.—*Spouting.*—Where concrete is conveyed by spouting, the plant shall be of such size and design as to ensure a practically continuous flow in the spout. The angle of the spout with the horizontal shall be such as to allow the concrete to flow without separation of the ingredients.* The spout

* An angle of about 27°, or one vertical to two horizontal, is good practice. Spouting through a vertical pipe is satisfactory when the flow is continuous; when it is unchecked and discontinuous it is highly objectionable unless the flow is broken by baffles.

shall be thoroughly flushed with water before and after each run. The delivery from the spout shall be as close as possible to the point of deposit. When operation must be intermittent, the spout shall discharge into a hopper.

38.—*Compacting.*—Concrete, during and immediately after depositing, shall be thoroughly compacted by means of rods or forks. For thin walls or inaccessible portions of the forms where rodding or forking is impracticable, the concrete shall be assisted into place by tapping or hammering the forms. The concrete shall be thoroughly worked around the reinforcement, and around embedded fixtures, into the corners of the forms.

39.—*Removal of Water.*—Water shall be removed from excavations before concrete is deposited, unless otherwise directed by the Engineer. A continuous flow of water into the excavation shall be diverted through proper side-drains to a sump, or by other approved methods which will avoid washing the freshly deposited concrete.

40.—*Protection.*—Exposed surfaces of concrete subjected to premature drying shall be kept thoroughly wetted for a period of at least 7 days.

41.—*Cold Weather.*—Concrete mixed and deposited during freezing weather shall have a temperature of not less than 50° Fahr., nor more than 100° Fahr. Suitable means shall be provided for maintaining a temperature of at least 50° Fahr. for not less than 72 hours after placing, or until the concrete has thoroughly hardened. The methods of heating the materials and protecting the concrete shall be approved by the Engineer. Salt, chemicals, or other foreign materials shall not be used to prevent freezing.

42.—*Depositing Continuously.*—Concrete shall be deposited continuously and as rapidly as practicable and until the unit of operation, as approved by the Engineer, is completed. Construction joints at points not provided for in the plans, shall be made in accordance with the provisions in Section 69.

43.—*Bonding.*—The surface of the hardened concrete shall be roughened and thoroughly cleaned of foreign matter and laitance, and saturated with water and forms retightened before depositing concrete. An excess of mortar on vertical or inclined surfaces shall be secured by thoroughly rodding or forking the freshly deposited concrete to remove the coarse aggregate from contact with the hardened concrete.

B.—Rubble and Cyclopean Concrete.

44.—*Rubble Concrete.*—Rubble aggregate shall be thoroughly embedded in the concrete. The individual stones shall not be closer to any surface or adjacent stone than the maximum size of the coarse aggregate plus 1 in. Each successive layer of concrete shall be keyed in accordance with the provision in Section 69.

45.—*Cyclopean Concrete.*—Cyclopean aggregate shall be thoroughly embedded in the concrete; no stone shall be closer to a finished surface than 1 ft., nor closer than 6 in. to any adjacent stone. Stratified stone shall be laid on its natural bed.

C.—Depositing Under Water.*

46.—*General.*—The methods, equipment, and materials to be used shall be submitted to and approved by the Engineer before the work is started. Concrete shall be deposited by a method that will prevent the washing of the cement from the mixture, minimize the formation of laitance, and avoid flow of water until the concrete has fully hardened. Concrete shall be placed so as to minimize segregation of materials. Hand-mixing will not be permitted. Concrete shall not be placed in water at temperatures below 35° Fahr.

47.—*Proportions.*—Concrete deposited under water shall consist of not less than 1 part of Portland cement to 6 parts of fine and coarse aggregate, measured separately.

48.—*Coffer-dams.*—Coffer-dams shall be sufficiently tight to prevent flow of water through the space in which concrete is to be deposited. Pumping will not be permitted while concrete is being deposited, nor until it has fully hardened.

49.—*Depositing Continuously.*—Concrete shall be deposited continuously, keeping the top surface as nearly level as possible, until it is brought above water, or to the required height. The work shall be carried on with sufficient rapidity to insure bonding of the successive layers.

50.—*Method.*—The following method† shall be used for depositing concrete under water:

(*a*) *Tremie.*—The tremie shall be water-tight and sufficiently large to permit a free flow of concrete. It shall be kept filled‡ at all times during depositing. The concrete shall be discharged and spread by raising the tremie in such manner as to maintain as nearly as practicable a uniform flow and avoid dropping the concrete through water. If the charge is lost during depositing the tremie shall be withdrawn and refilled.

(*b*) *Drop-Bottom Bucket.*—The bucket shall be of a type that cannot be dumped until it rests on the surface upon which the concrete is to be deposited. The bottom doors when tripped shall open freely downward and outward. The top of the bucket shall be open. The bucket shall be completely filled, and slowly lowered to avoid back-wash. When discharged, the bucket shall be withdrawn slowly until clear of the concrete.

(*c*) *Bags.*—Bags of jute or other coarse cloth shall be filled about two-thirds full of concrete and carefully placed by hand in a header-and-stretcher system so that the whole mass is interlocked.

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* Concrete should not be deposited under water if practicable to deposit in air. There is always uncertainty as to the results obtained from placing concrete under water; where conditions permit, the additional expense and delay of avoiding this method will be warranted. It is especially important that the aggregate be free from loam and other material which may cause laitance. Washed aggregates are preferable. Coarse aggregate consisting of washed gravel of a somewhat smaller size used in open-air concrete work will give the best results. Concrete should never be deposited under water without experienced supervision. Many failures, especially of structures in sea water, can be traced directly to ignorance of proper methods or lack of expert supervision.

† The engineer should strike out the method or methods inapplicable to the work.

‡ The tremie may be filled by one of the following methods: (1) Place the lower end in a box partly filled with concrete, so as to seal the bottom, then lower into position; (2) plug the tremie with cloth sacks or other material, which will be forced down as the tube is filled with concrete; (3) plug the end of the tremie with cloth sacks filled with concrete.

51.—*Laitance.*—The concrete shall be disturbed as little as possible while it is being deposited, in order to avoid the formation of laitance. Laitance shall be removed.

CHAPTER VII.

Forms.

52.—*General.*—Forms shall conform to the shape, lines, and dimensions of the concrete as called for on the plans. Lumber used in forms for exposed surfaces shall be dressed to a uniform thickness, and shall be free from loose knots or other defects. Joints in forms shall be horizontal or vertical. For unexposed surfaces and rough work, undressed lumber may be used. Lumber once used in forms shall have nails withdrawn, and surfaces to be in contact with concrete thoroughly cleaned, before being used again.

53.—*Design.*—Forms shall be substantial and sufficiently tight to prevent leakage of mortar; they shall be properly braced or tied together so as to maintain position and shape. If adequate foundation for shores cannot be secured, trussed supports shall be provided.

54.—*Workmanship.*—Bolts and rods shall preferably be used for internal ties; they shall be so arranged that when the forms are removed no metal shall be within 1 in. of any surface. Wire ties will be permitted only on light and unimportant work; they shall not be used through surfaces where discoloration would be objectionable. Shores supporting successive stories shall be placed directly over those below, or so designed that the load will be transmitted directly to them. Forms shall be set to line and grade and so constructed and fastened as to produce true lines. Special care shall be used to prevent bulging.

55.—*Mouldings.*—Unless otherwise specified, suitable mouldings or bevels shall be placed in the angles of forms to round or bevel the edges of the concrete.

56.—*Oiling.*—The inside of forms shall be coated with non-staining mineral oil, or other approved material, or thoroughly wetted (except in freezing weather). Where oil is used, it shall be applied before the reinforcement is placed.

57.—*Inspection of Forms.*—Temporary openings shall be provided at the base of column and wall forms, and other places where necessary, to facilitate inspection and cleaning immediately before depositing concrete.

58.—*Removal of Forms.*—Forms shall not be disturbed until the concrete has adequately hardened, nor shall the permanent shores be removed until the structure has attained its full design strength* and all excess construction load has been removed. Wall and column forms shall be left in place until the concrete has hardened sufficiently to sustain its own weight and the construction loads likely to come upon it. Forms other than wall or column forms shall be left in place until the concrete has hardened sufficiently to carry the full load which it must sustain, unless removed in sections and each section of the structure is immediately re-shored.

* Many conditions affect the hardening of concrete, and the proper time for the removal of the forms should be determined by a competent and responsible person.

CHAPTER VIII.

Details of Construction.

A.—Metal Reinforcement.

59.—*Cleaning.*—Metal reinforcement, before being positioned, shall be thoroughly cleaned of mill and rust scale, and of coatings of any character that will destroy or reduce the bond. Reinforcement appreciably reduced in section shall be rejected. Reinforcement shall be re-inspected and when necessary cleaned where there is delay in depositing concrete.

60.—*Bending.*—Reinforcement shall be carefully formed to the dimensions indicated on the plans or called for in the specifications. The radius of bends shall be four or more times the least diameter of the reinforcement bar.

61.—*Straightening.*—Metal reinforcement shall not be bent or straightened in a manner that will injure the material. Bars with kinks or bends shall not be used.

62.—*Placing.*—Metal reinforcement shall be accurately positioned, and secured against displacement by using annealed iron wire of not less than No. 18 gauge, or suitable clips at intersections, and shall be supported by concrete or metal chairs, or spacers, or by metal hangers. Parallel bars shall not be placed closer in the clear than $1\frac{1}{2}$ times the diameter of round bars or $1\frac{1}{2}$ times the diagonal of square bars; if the ends of bars are hooked as specified in Section 130, the clear spacing may be made equal to the diameter of the round bars or to the diagonal of square bars, but in no case shall the spacing between bars be less than 1 in., nor less than $1\frac{1}{4}$ times the maximum size of the coarse aggregate.

63.—*Splicing.*—Splices of tensile reinforcement at points of maximum stress shall be avoided. Splices, where required, shall provide sufficient lap to transfer the stress between bars by bond and shear, or by a mechanical connection such as a screw coupling.

64.—*Offsets in Column Reinforcement.*—Vertical reinforcement shall be offset in a region where lateral support is afforded when changes in column cross-section occur and the vertical reinforcement bars are not sloped for the full length of the column.

65.—*Future Bonding.*—Exposed reinforcement bars intended for bonding with future extensions shall be protected from corrosion.

B.—Concrete Covering Over Metal.

66.—*Moisture Protection.*—Metal reinforcement in wall footings and column footings shall have a minimum covering of 3 in. of concrete.

67.—*Fire Protection.*—Metal reinforcement in fire-resistive construction shall be protected by not less than 1 in. of concrete in slabs and walls, and not less than 2 in. in beams, girders, and columns, provided aggregate showing an expansion not materially greater than that of limestone or trap rock is used; when impracticable to obtain aggregate of this grade, the protective covering shall be 1 in. thicker and shall be reinforced with metal mesh not exceeding 3 in. in greatest dimensions, placed 1 in. from the finished surface.

The metal reinforcement in structures containing incombustible materials and in bridges where the fire hazard is limited, shall be protected by not less than $\frac{3}{4}$ in. of concrete in slabs and walls and of not less than $1\frac{1}{2}$ in. in beams, girders, and columns.

68.—*Plaster.*—Plaster finish on an exposed concrete surface may be allowed to reduce the thickness of concrete protection called for in Section 67, by half the thickness of the plaster, but the protection shall not be less than that specified in Sections 66 and 67.

C.—Joints.

69.—*Construction Joints.*—Construction joints not indicated on the plans nor specified shall be located and formed so as to least impair the strength and appearance of the structure. Horizontal construction joints shall be formed by embedding stones projecting above the surface, or by roughening the surface in contact, or by mortises or keys formed in the concrete. Sufficient section shall be provided in horizontal as well as vertical keys to resist shear.

70.—*Joints in Columns.*—Construction joints in columns shall be made at the under side of the floor. Haunches and column capitals shall be considered as part of, and built monolithic with, the floor construction.

71.—*Joints in Floors.*—Construction joints in floors shall be located near the center of spans of slabs, beams, and girders, unless a beam intersects a girder at this point, in which case the joints in the girders shall be offset a distance equal to twice the width of the beam. Adequate provision shall be made for shear either by sufficient reinforcement, or by sloping the joint so as to provide an inclined bearing.

72.—*Monolithic Construction.*—Girders and beams designed to be monolithic with walls and columns shall not be cast until 2 hours after the completion of the walls or columns.

73.—*Construction Joints in Long Buildings.*—Construction joints made cross-wise of a building 100 ft. or more in length, shall have special reinforcement placed at right angles to the joint and extending a sufficient distance on each side of the joint to develop the strength of the reinforcement by bond. This reinforcement shall be placed near the opposite face of the member from the main tension reinforcement; the amount of such reinforcement shall be not less than 0.5% of the section of the members cut by the joint.

74.—*Expansion Joints.*—Expansion joints shall be so detailed that the necessary movement may occur with the minimum of resistance at the joint. The structure adjacent to the joint shall preferably be supported on separate columns or walls. Reinforcement shall not extend across an expansion joint. The break between the two sections shall be complete, and may be effected by a coating of white lead and oil, asphalt paint or petrolatum, or by building paper, placed over the entire surface of the hardened concrete. Exposed edges of expansion joints in walls or abutments shall be bonded. Exposed expansion joints formed between two distinct concrete members shall be filled with an elastic joint filler of approved quality.

75.—*Expansion Joints in Long Buildings.*—Structures exceeding 200 ft. in length and of width less than about one-half the length, shall be divided by means of expansion joints, located near the middle, but not more than 200 ft. apart, to minimize the destructive effects of temperature changes and shrinkage. Structures in which marked changes in plan section take place abruptly, or within a small distance, shall be provided with expansion joints at the points where such changes in section occur.

76.—*Sliding Joints.*—The seat of sliding joints shall be finished with a smooth troweled surface and shall not have the superimposed concrete placed upon it until it has thoroughly hardened. In order to facilitate sliding, two thicknesses of building paper shall be placed over the seat on which the superimposed concrete is to be deposited.

77.—*Water-Tight Joints.*—When it is not possible to finish a section of the structure in one continuous operation and water-tight construction is required, the joints shall be prepared as follows: the surface of the first section of concrete shall be provided with continuous keyways. All laitance and other foreign substances shall be removed from the surface of the concrete first placed; this surface shall then be thoroughly saturated with water and given a heavy coating of neat cement. The next section of concrete shall be placed in such manner as to insure an excess of mortar over the entire surface of the joint. Where shown on the plans, the joint shall be so constructed as to permit of its being caulked with oakum.

CHAPTER IX.

Water-proofing and Protective Treatment.

A.—Water-Proofing.

78.—*General.*—The requirements for quality of concrete in Section 28 shall be strictly followed. Particular attention shall be given to workmanship.

79.—*Integral Compounds.*—Integral compounds shall not be used.

80.—*Membrane Water-Proofing.*—Membrane water-proofing shall be used in basements, pits, shafts, tunnels, bridge floors, retaining walls, and similar structures, where an added protection is desired.

81.—*Water-tight Joints.*—See Section 77.

B.—Oil-Proofing.

82.—Concrete structures for containing light mineral oils, animal oils, certain vegetable oils, and other commercial liquids shall be given a special coating which shall be applied immediately after construction. Floors or other surfaces exposed to heavy concentrations of such oils or liquids shall be similarly protected. The treatment to be applied shall be approved by the Engineer.

C.—Concrete in Sea Water.

83.—*Proportions.*—Plain concrete in sea water or exposed directly along the sea coast shall contain not less than 1½ bbl. (6 bags) of Portland cement per cubic yard in place; concrete from 2 ft. below low water to 2 ft. above

high water, or from a plane below to a plane above wave action, shall be made of a mixture containing not less than 1¾ bbl. (7 bags) of Portland cement per cubic yard in place. Slag, broken brick, soft limestone, soft sandstone, or other porous or weak aggregates shall not be used.

84.—*Depositing.*—Concrete shall not be deposited under sea water, unless unavoidable, in which case it shall be placed in accordance with the methods described in Sections 48 to 51. Sea water shall not be allowed to come in contact with the concrete until it has hardened for at least 4 days. Concrete shall be placed in such a manner as to avoid horizontal or inclined seams or work planes. The placing of concrete between tides shall be a continuous operation, in accordance with the methods described in Section 42; where it is impossible to avoid seams or joints, proceed as in Section 43.

85.—*Protection.*—Metal reinforcement shall be placed at least 3 in. from any plane or curved surface, and at corners at least 4 in. from all adjacent surfaces. Metal chairs, supports, or ties shall not extend to the surface of the concrete. Where unusually severe conditions of abrasion are anticipated, the face of the concrete from 2 ft. below low water to 2 ft. above high water, or from a plane below to a plane above wave action, shall be protected by creosoted timber, dense vitrified shale brick, or stone of suitable quality, as designated on the plans.

86.—*Consistency.*—The consistency shall be such as to produce concrete which for mass work shall give a slump of not more than 2 in., and for reinforced concrete a slump of not more than 4 in.

D.—Concrete in Alkali Soils or Water.

87.—*Proportions.*—Concrete below the ground-line shall contain not less than 1¾ bbl. (7 bags) of Portland cement per cubic yard in place.

88.—*Consistency.*—The consistency of the concrete shall be such as to produce a slump of not more than 2 in., and for small members in which aggregates coarser than ¾ in. cannot be used, a slump of not more than 6 in.

89.—*Placing.*—Concrete shall be placed in such a manner as to avoid horizontal, or inclined seams, or work planes; where this is impossible the requirements of Section 69 shall be followed.

90.—*Curing.*—Concrete shall be kept wet with fresh water for not less than 7 days following placing.

91.—*Protection.*—Metal reinforcement or other corrodible metal shall not be placed closer than 2 in. to the exposed faces of members exposed to alkali soil or water.

CHAPTER X.

Surface Finish.

92.—*General.*—Concrete to have exposed surfaces with specified finish shall be mixed, placed and worked to secure a uniform distribution of the aggregates, and insure uniform texture of surface.* Placing shall be continuous

* This is accomplished by uniform proportioning of ingredients and thorough mixing with the proper quantity of water; after placing, the concrete should be thoroughly rodded or forked to force the aggregate against the face forms and prevent the formation of voids.

throughout each distinct division of an area. Joint lines shall be located at indicated points. Voids which appear upon removal of the forms shall be drenched with water and be immediately filled with material of the same composition as that used in the surface, and smoothed with a wood spatula or float. Fins or offsets shall be neatly removed. The work shall be finished free from streaks.

93.—*Top Surfaces not Subject to Wear.*—Top surfaces not subject to wear shall be smoothed with a wood float and be kept wet for at least 7 days. Care shall be taken to avoid an excess of water in the concrete, and to drain off or otherwise promptly remove any water that comes to the surface. Dry cement, or a dry mixture of cement and sand, shall not be sprinkled directly on the surface.

A.—Wearing Surfaces.

94.—*One-Course Work.*—Aggregates for the wearing surface shall have a high resistance to abrasion. They shall be carefully screened and thoroughly washed. The least quantity of mixing water that will produce a dense concrete shall be used. The mix shall not be leaner than 1 part of Portland cement to 2½ parts of aggregate. The surface shall be screeded even and finished with a wood float. Excess water shall be promptly drained off or otherwise removed. Over-troweling shall be avoided.

95.—*Two-Course Work.*—In two-course work the wearing surface shall be placed within ½ hour after the base course.

If the wearing surface is required to be applied to a hardened base course, the latter shall be prepared by roughening with a pick or other effective tool, thoroughly drenching with water until saturated, and covered with a thin layer of neat cement immediately before the wearing surface is placed.

The finished wearing course in two-course work shall not be thinner than 1 in.

96.—*Curing.*—Concrete wearing surfaces constructed in accordance with Sections 94 and 95, shall be kept wet* for at least 10 days in the case of floors and 21 days in the case of roads and pavements.

97.†—*Terrazzo Finish.*—Terrazzo finish shall be constructed by mixing 1 part of Portland cement, 2½ parts of crushed marble which will pass through a ½-in. screen and is free from dust, and sufficient water to produce a dense concrete, which shall be spread on the base course and worked down to a thickness of 1 in. by patting or rolling and troweling.

The surface shall be kept wet for not less than 10 days and after thoroughly curing shall be rubbed to a plane surface with a stone or a surfacing machine. Hardened concrete to which a terrazzo finish is to be applied shall be prepared as prescribed in Section 95.

97.†—*Terrazzo Finish.*—Terrazzo finish shall be constructed by mixing 1 part of Portland cement, 2 parts of sand, and sufficient water to produce a

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* Prevention of premature drying during the early hardening of concrete is essential to the development of high resistance to abrasion. The surface may be covered with a layer of burlap, earth, or sand, kept wet, or it may be divided into small areas by dikes and flooded with water to a depth of 2 or 3 in.

† The engineer should strike out one of the two Sections numbered 97.

plastic mortar, which shall be spread on the base course to a depth of 1 in. Crushed marble, which will pass through a ¼-in. screen and is free from dust, shall be sprinkled over the surface of the fresh mortar and pressed or rolled in.

The surface shall be kept wet for not less than 10 days and after thoroughly curing shall be rubbed to a plane surface with a stone or a surfacing machine. Hardened concrete to which a terrazzo finish is to be applied shall be prepared as prescribed in Section 95.

B.—Decorative Finishes.

98.—*Rubbed Finish.*—Concrete shall be wetted immediately after the forms are removed and rubbed even and smooth with a carborundum brick. or other abrasive, and to uniform appearance without applying any cement or other coating.

99.—*Scrubbed Finish.*—The face forms shall be removed as soon as the concrete has hardened sufficiently. Voids shall be immediately filled with mortar of the same composition as that used in the face. Fins and other unevennesses shall be rubbed off and the whole surface be scrubbed with fiber or wire brushes, using water freely, as the degree of hardness may require, until the aggregate is uniformly exposed; the surface shall then be rinsed with clean water. The corners shall be sharp and unbroken. If portions of the surface have become too hard to scrub in uniform relief, dilute hydrochloric acid (1 part of acid to 4 parts of water) may be used to facilitate scrubbing of hardened surfaces. The acid shall be thoroughly washed off with clean water.

100.—*Sand-Blast Finish.*—Immediately following removal of forms, voids shall be filled with mortar of the same composition as that used in the face, and allowed to harden. Unevennesses and form marks shall be removed by chipping or rubbing; the face shall then be cut with an air blast of hard sand with angular grains until the aggregate is in uniform relief.

101.—*Tooled Finish.*—The surface shall be permitted to become hard and dry before tooling. The cutting shall remove the entire skin and produce a uniform surface true to lines.

102.—*Sand-Floated Finish.*—The forms shall be removed before the surface has fully hardened; the surface shall be rubbed with a wooden float by a uniform circular motion, using fine sand until the resulting finish is even and uniform.

103.—*Colored Aggregate Finish.*—Colored or other special aggregate used for finish shall be exposed by scrubbing as provided in Section 99. Facing mortar of 1 part of Portland cement, 1½ parts of sand, and 3 parts of screenings or pebbles shall be placed against the face forms to a thickness of about 1 in. sufficiently in advance of the body concrete to prevent the latter coming in contact with the form.

104.—*Colored Pigment Finish.*—Mineral pigment shall be thoroughly mixed dry with the Portland cement and fine aggregate; care shall be taken to secure a uniform tint throughout.

CHAPTER XI.

DESIGN.

A.—GENERAL ASSUMPTIONS.

105.—The design of reinforced concrete members under these specifications shall be based on the following assumptions:

(*a*) Calculations are made with reference to working stresses and safe loads rather than with reference to ultimate strength and ultimate loads.

(*b*) A plane section before bending remains plane after bending.

(*c*) The modulus of elasticity of concrete in compression is constant within the limits of working stresses; the distribution of compressive stress in beams is therefore rectilinear.

(*d*) The values for the modulus of elasticity of concrete in computations for the position of the neutral axis, for the resisting moment of beams, and for compression of concrete in columns, are as follows:

1. One-fortieth ($\frac{1}{40}$) that of steel, when the compressive strength of the concrete at 28 days is below 800 lb. per sq. in.
2. One-fifteenth ($\frac{1}{15}$) that of steel, when the compressive strength of the concrete at 28 days lies between 800 and 2 200 lb. per sq. in.
3. One-twelfth ($\frac{1}{12}$) that of steel, when the compressive strength of the concrete at 28 days lies between 2 200 and 2 900 lb. per sq. in.
4. One-tenth ($\frac{1}{10}$) that of steel, when the compressive strength of the concrete at 28 days is higher than 2 900 lb. per sq. in.
5. One-eighth ($\frac{1}{8}$) that of steel for calculating the deflection of reinforced concrete beams which are free to move longitudinally at the supports, and in which the tensile resistance of the concrete is neglected.

(*e*) In calculating the moment of resistance of reinforced concrete beams and slabs the tensile resistance of the concrete is neglected.

(*f*) The adhesion between the concrete and the metal reinforcement remains unbroken throughout the range of working stresses. Under compression the two materials are therefore stressed in proportion to their moduli of elasticity.

(*g*) Initial stress in the reinforcement due to contraction or expansion of the concrete is neglected, except in the design of reinforced concrete columns.

B.—FLEXURE OF RECTANGULAR REINFORCED CONCRETE BEAMS AND SLABS.

106.—*Flexure Formulas.*—Computations of flexure in rectangular reinforced concrete beams and slabs shall be based on the following formulas:

(*a*) *Reinforced for Tension Only:*

Position of neutral axis,

$$k = \sqrt{2\,p\,n + (p\,n)^2} - p\,n \qquad (1)$$

Arm* of resisting couple,

$$j = 1 - \frac{k}{3} \qquad (2)$$

*For f_s = 16 000 to 18 000 lb. per sq. in. and f_c = 800 to 900 lb. per sq. in., j may be assumed as 0.86. For values of pn varying from 0.04 to 0.24, jk is approximately equal to $0.67\sqrt[3]{pn}$.

Compressive unit stress* in extreme fiber of concrete,

$$f_c = \frac{2\,M}{j\,k\,b\,d^2} = \frac{2\,p\,f_s}{k} \quad \ldots\ldots (3)$$

Tensile unit stress* in longitudinal reinforcement,

$$f_s = \frac{M}{A_s\,j\,d} = \frac{M}{p\,j\,b\,d^2} \quad \ldots\ldots (4)$$

Steel ratio for balanced reinforcement,

$$p = \frac{1}{2}\,\frac{1}{\dfrac{f_s}{f_c}\left(\dfrac{f_s}{n\,f_c} + 1\right)} \quad \ldots\ldots (5)$$

For formulas on shear and bond, see Sections 120 and 140.

(*b*) *Reinforced for Both Tension and Compression:*

Position of neutral axis,

$$k = \sqrt{2\,n\left(p + p'\,\frac{d'}{d}\right) + n^2\,(p + p')^2} - n\,(p + p') \quad \ldots\ldots (6)$$

Position of resultant compression,

$$z = \frac{\dfrac{1}{3}\,k^3\,d + 2\,p'\,n\,d'\left(k - \dfrac{d'}{d}\right)}{k^2 + 2\,p'\,n\left(k - \dfrac{d'}{d}\right)} \quad \ldots\ldots (7)$$

Arm of resisting couple,

$$j\,d = d - z \quad \ldots\ldots (8)$$

Compressive unit stress in extreme fiber of concrete,

$$f_c = \frac{6\,M}{b\,d^2\left[3\,k - k^2 + \dfrac{6\,p'\,n}{k}\left(k - \dfrac{d'}{d}\right)\left(1 - \dfrac{d'}{d}\right)\right]} \quad \ldots\ldots (9)$$

Tensile unit stress in longitudinal reinforcement,

$$f_s = \frac{M}{p\,j\,b\,d^2} = n\,f_c\,\frac{1 - k}{k} \quad \ldots\ldots (10)$$

Compressive unit stress in longitudinal reinforcement,

$$f'_s = n\,f_c\,\frac{k - \dfrac{d'}{d}}{k} \quad \ldots\ldots (11)$$

107.—*Notation.*—The symbols† used in Formulas 1 to 23 are defined as follows:

A_s = effective cross-sectional area of metal reinforcement in tension in beams;

b = width of rectangular beam, or width of flange of T-beam;

d = depth from compression surface of beam or slab to center of longitudinal tension reinforcement;

* For f_s = 16 000 to 18 000 lb. per sq. in. and f_c = 800 to 900 lb. per sq. in., j may be assumed as 0.86. For values of $p\,n$ varying from 0.04 to 0.24, $j\,k$ is approximately equal to $0.67\,\sqrt[3]{p\,n}$.

† For illustration of notation as applied to typical beams or slabs, see Figs. 1 and 2, Appendix II, p. 119.

d' = depth from compression surface of beam or slab to center of compression reinforcement;
f_c = compressive unit stress in extreme fiber of concrete;
f_s = tensile unit stress in longitudinal reinforcement;
f'_s = compressive unit stress in longitudinal reinforcement;
h = unsupported length of column;
I = moment of inertia of a section about the neutral axis for bending;
j = ratio of lever arm of resisting couple to depth, d;
k = ratio of depth of neutral axis to depth, d;
l = span length of beam or slab (generally distance from center to center of supports, see Section 108);
M = bending moment or moment of resistance in general;
$n = \frac{E_s}{E_c}$ = ratio of modulus of elasticity of steel to that of concrete;
p = ratio of effective area of tension reinforcement to effective area of concrete in beams $= \frac{A_s}{b\,d}$;
p' = ratio of effective area of compression reinforcement to effective area of concrete in beams;
w = uniformly distributed load per unit of length of beam or slab;
z = depth from compression surface of beam or slab to resultant of compressive stresses.

108.—*Span Length.*—The span length, l, of freely supported beams and slabs shall be the distance between centers of the supports, but shall not exceed the clear span plus the depth of beam or slab. The span length for continuous or restrained beams built monolithically with supports shall be the clear distance between faces of supports. Where brackets having a width not less than the width of the beam, and making an angle of 45° or more with the axis of a restrained beam are built monolithic with the beam and support, the span shall be measured from the section where the combined depth of the beam and bracket is at least one-third more than the depth of the beam. Maximum negative moments are to be considered as existing at the ends of the span, as above defined. No portion of a bracket shall be considered as adding to the effective depth of the beam.

109.—*Moments in Freely Supported Beams of Equal Span.*—The following moments at critical sections of freely supported beams and slabs of equal spans carrying uniformly distributed loads shall be used:

(*a*) Maximum positive moment in beams and slabs of one span,

$$M = \frac{w\,l^2}{8} \qquad (12)$$

(*b*) Center of slabs and beams continuous for two spans only,

1.—Positive moment at the center,

$$M = \frac{w\,l^2}{10} \qquad (13)$$

2.—Maximum negative moment,

$$M = \frac{w\,l^2}{8} \quad \text{(14)}$$

(*c*) Slabs and beams continuous for more than two spans,

1.—Center and supports of interior spans,

$$M = \frac{w\,l^2}{12} \quad \text{(15)}$$

2.—Center and interior support of end spans,

$$M = \frac{w\,l^2}{10} \quad \text{(16)}$$

(*d*) Negative moment at the supports of slab or beam built into brick or masonry walls in a manner that develops partial end restraint,

$$M = \text{not less than } \frac{w\,l^2}{16} \quad \text{(17)}$$

110.—*Moments in Beams Monolithic with Supports.*—The following moments at the critical sections of beams or slabs of equal spans cast monolithic with columns or similar supports, and carrying uniformly distributed loads shall be used:

(*a*) Supports of intermediate spans,

$$M = \frac{w\,l^2}{12} \quad \text{(18)}$$

(*b*) Center of intermediate spans,

$$M = \frac{w\,l^2}{16} \quad \text{(19)}$$

(*c*) Beams in which $\frac{I}{l}$ is less than twice the sum of the value of $\frac{I}{h}$ for the exterior columns above and below, which are built into the beam,

1.—Center and first interior support,

$$M = \frac{w\,l^2}{12} \quad \text{(20)}$$

2.—Exterior supports,

$$M = \frac{w\,l^2}{12} \quad \text{(21)}$$

(*d*) Beams in which $\frac{I}{l}$ is equal to, or greater than, twice the sum of the values of $\frac{I}{h}$ for the exterior columns above and below which are built into the beam,

1.—Center of span and at first interior support of end span,

$$M = \frac{w\,l^2}{10} \quad \text{(22)}$$

2.—Exterior support,

$$M = \frac{w\,l^2}{16} \quad \text{(23)}$$

111.—*Moment Coefficients of Continuous Beams.*—Continuous beams with unequal spans, whether freely supported or cast monolithic with columns, shall be analyzed to determine the actual moments under the given conditions of loading and restraint. Provision shall be made for negative moment occurring in short spans adjacent to longer spans when the latter only are loaded.

C.—Flexure of Reinforced Concrete T-Beams.

112.—*Flexure Formulas.*—Computations of flexure in reinforced concrete T-beams shall be based on the following formulas:

(*a*) *Neutral Axis in the Flange:*

Use formulas for rectangular beams and slabs in Section 106.

(*b*) *Neutral Axis Below the Flange*:*

Position of neutral axis,

$$k\,d = \frac{2\,n\,d\,A_s + b\,t^2}{2\,n\,A_s + 2\,b\,t} \qquad (24)$$

Position of resultant compression,

$$z = \left(\frac{3\,k\,d - 2\,t}{2\,k\,d - t}\right)\frac{t}{3} \qquad (25)$$

Arm of resisting couple,

$$j\,d = d - z \qquad (26)$$

Compressive unit stress in extreme fiber of concrete,

$$f_c = \frac{M\,k\,d}{b\,t\left(k\,d - \frac{1}{2}\,t\right)j\,d} = \frac{f_s}{n}\left(\frac{k}{l - k}\right) \qquad (27)$$

Tensile unit stress in longitudinal reinforcement,

$$f_s = \frac{M}{A_s\,j\,d} \qquad (28)$$

Formulas 24, 25, 26, 27, and 28 neglect compression in the stem.†

* For approximate results the formulas for rectangular beams, Section 106, may be used.

† The following formulas take into account the compression in the stem; they are recommended where the flange is small compared with the stem:

Position of neutral axis,

$$k\,d = \sqrt{\frac{2\,n\,d\,A_s + (b - b')\,t^2}{b'} + \left(\frac{n\,A_s + (b - b')\,t}{b'}\right)^2} - \frac{n\,A_s + (b - b')\,t}{b'} \qquad (24a)$$

Position of resultant compression,

$$z = \frac{\left(k\,d\,t^2 - \frac{2}{3}\,t^3\right)b + \left[(k\,d - t)^2\left(t + \frac{1}{3}\,(k\,d - t)\right)\right]b'}{t\,(2\,k\,d - t)\,b + (k\,d - t)^2\,b'} \qquad (25a)$$

Arm of resisting couple (See footnote, Section 106),

$$j\,d = d - z \qquad (26a)$$

Compressive unit stress in extreme fibre of concrete,

$$f_c = \frac{2\,M\,k\,d}{[(2\,k\,d - t)\,b\,t + (k\,d - t)^2\,b']\,j\,d} \qquad (27a)$$

Tensile unit stress in longitudinal reinforcement,

$$f_s = \frac{M}{A_s\,j\,d} \qquad (28a)$$

113.—*Notation.*—The symbols* used in Formulas 24 to 28 are defined in Section 107, except as follows:

b' = width of stem of T-beam;

t = thickness of flanges of T-beam.

114.—*Flange Width.*—Effective and adequate bond and shear resistance shall be provided in beam-and-slab construction at the junction of the beam and slab; the slab shall be built and considered an integral part of the beam; the effective flange width shall not exceed one-fourth of the span length of the beam, and its overhanging width on either side of the web shall not exceed 8 times the thickness of the slab nor one-half the clear distance to the next beam.

115.—*Flange Length.*—The unsupported length of the compression flange of a T-beam shall not exceed 36 times the least width of the beam.

116.—*Transverse Reinforcement.*—Where the principal slab reinforcement is parallel to the beam, transverse reinforcement, not less in amount than 0.3% of the sectional area of the slab, shall be provided in the top of the slab, and shall extend over the beam and into the slab not less than two-thirds of the effective flange overhang. The spacing of the bars shall not exceed 18 in.

117.—*Compressive Stress in Supports.*—Provision shall be made for the compressive stress at the support in continuous T-beam construction.

118.—*Shear.*—The flange of the slab shall not be considered as effective in computing the shear and diagonal tension resistance of T-beams.

119.—*Isolated Beams.*—Isolated beams in which the T-form is used only for the purpose of providing additional compression area, shall have a flange thickness not less than one-half the width of the web, and a total flange width not more than 4 times the web thickness.

D.—Diagonal Tension and Shear.

(*a*) *Formulas and Notation.*

120.—*Formulas.*—Diagonal tension and shear in reinforced concrete beams shall be calculated by the following formulas:

Shearing unit stress†,

$$v = \frac{V}{b\,j\,d} \quad \text{.......................} \quad (29)$$

Stress† in vertical web reinforcement,

$$f_v = \frac{V'\,s}{A_v\,j\,d} \quad \text{.......................} \quad (30)$$

121.—*Notation.*—The symbols used in Formulas 29 to 36 are defined in Section 107, except as follows:

a = spacing of web reinforcement bars measured perpendicular to their direction;

A_v = total area of web reinforcement in tension within a distance of a (a_1, a_2, a_3, etc.), or the total area of all bars bent up in any one plane;

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* For illustration of certain symbols as applied to typical T-beams, see Fig. 3, Appendix II, p. 119.

† Approximate results may be secured by assuming j = 0.875.

α = angle between web bars and longitudinal bars;
f_v = tensile unit stress in web reinforcement;
o = perimeter of bar;
Σ_o = sum of perimeters of bars in one set;
r = ratio of cross-sectional area of negative reinforcement which crosses entirely over the column capital of a flat slab or over the dropped panel, to the total cross-sectional area of the negative reinforcement in the two column strips;
s = spacing of web members, measured at the neutral axis and in the direction of longitudinal axis of the beam;
u = bond stress per unit of area of surface of bar;
v = shearing unit stress;
V = total shear;
V' = external shear on any section after deducting that carried by the concrete.

(*b*) *Beams Without Web Reinforcement.*

122.—*Bars Not Anchored.*—The shearing unit stress in beams in which the longitudinal reinforcement is designed to meet all moment requirements, but without special anchorage, shall not exceed $0.02f'_c$, but in no case shall it exceed 40 lb. per sq. in. Adequate reinforcement shall be provided at all sections where negative moment occurs in beams continuous over supports or built into walls or columns at their ends. (For typical design see Fig. 4*).

123.—*Bars Anchored.*—The shearing unit stress in beams in which longitudinal reinforcement is anchored by means of hooked ends or otherwise, as specified in Section 130, shall not exceed $0.03f'_c$. Adequate reinforcement for both positive and negative moment shall be provided at all sections where maximum moment exists. (For typical design, see Fig. 5*).

(*c*) *Beams With Web Reinforcement.*

124.—*With Web Reinforcement.*—When the shearing unit stress calculated by Formula 29 exceeds the values specified in Sections 122 and 123, web reinforcement shall be provided by one or more of the following methods:

(*a*) Series of vertical stirrups or web bars;
(*b*) Series of inclined stirrups or web bars;
(*c*) Series of bent-up longitudinal bars;
(*d*) Longitudinal bars bent up in a single plane.

Provision against bond failure of the web reinforcement shall be as specified in Section 131. (For typical designs, see Figs. 6 and 7*; for typical detail of anchorage of longitudinal bars and vertical stirrups, see Fig. 8*).

125.—*Web or Bent-Up Bars.*—Where web reinforcement is present and where longitudinal reinforcement is provided to meet all moment requirements, the concrete may be assumed to carry a shearing unit stress not greater than $0.02f'_c$ and not greater in any case than 40 lb. per sq. in. In the

* Appendix II, pp. 120–121.

case where a series of web bars or bent-up longitudinal bars is used, the web reinforcement shall be designed according to the formula:

$$A_v = \frac{V' a}{f_v j d} = \frac{V' s \sin \alpha}{f_v j d} \quad \text{.....................} (31)$$

(For typical design, see Fig. 9*).

126.—*Bars Bent Up in Single Plane.*—Where the web reinforcement consists of bars bent up in a single plane at an angle so as to reinforce all sections of the beam in which the shearing unit stress on the web concrete exceeds $0.02f'_c$, the concrete may be assumed to take a shearing unit stress not greater than $0.02f'_c$, and not greater than 40 lb. per sq. in.; the remainder of the shear shall be carried by the bent-up bars designed according to the formula:

$$A_v = \frac{V'}{f_v \sin \alpha} \quad \text{.........................} (32)$$

In case the web reinforcement consists solely of bent bars, the first bent bar shall bend downward from the plane of the upper reinforcement at the plane of the edge of the support or between that plane and the center of the support. (For typical design, see Fig. 10*).

127.—*Combined Web Reinforcement.*—Where two or more types of web reinforcement are used in conjunction, the total shearing resistance of the beam shall be taken as the sum of the shearing resistances as computed for the various types separately.†

128.—*Maximum Shearing Unit Stress.*—Where there is no special mechanical anchorage of the longitudinal reinforcement, the shearing unit stress shall not exceed $0.06f'_c$, irrespective of the web reinforcement used.

129.—*Special Mechanical Anchorage.*—Where special mechanical anchorage of the longitudinal reinforcement as prescribed in Section 130 is provided, the shearing unit stress as computed by Formula 29, may be greater than $0.06f'_c$, but in no case shall it exceed $0.12f'_c$.‡ In this case the concrete may be assumed to take a shearing unit stress of not more than $0.025f'_c$, but not more than 50 lb. per sq. in.

130.—*Anchorage of Longitudinal Reinforcement.*—Special mechanical anchorage of the longitudinal reinforcement for positive moment may consist of carrying the bars a sufficient distance beyond the point of inflection of restrained or continuous members to develop by bond between the point of inflection and the end of the bar a tensile stress equal to one-third the safe working stress in the reinforcement. If such a bar is straight, it shall extend to within 1 in. of the center of the support, or in the case of wide supports shall extend not less than 12 in. beyond the face of the support. Special mechanical anchorage may also be secured by bending the end of the bar over the support in a full semi-circle to a diameter not less than 8 times

* Appendix II, pp. 121–122.

† In such computation the shearing value of the concrete in the web shall be included once only.

‡ The limit, $0.12f'_c$, is based on the ultimate bearing unit stress of $0.5f'_c$ at which beams reinforced with vertical stirrups fail due to diagonal compression in the webs. A higher value than $0.12f'_c$ may be permitted in beams with inclined web reinforcement, but it is not thought necessary to allow such higher limit to meet the needs of design practice.

the diameter of the bar, the total length of the bend being not less than 16 diameters of the bar. Any other mechanical device that secures the end of the bar over the support against slipping without stressing the concrete in excess of $0.5f'_c$ in local compression may be used, provided such device does not tend to split the concrete. Negative reinforcement shall be thoroughly anchored at or across the support, or shall extend into the span a sufficient distance to develop by bond the tensile stresses due to negative moment. In the case of freely supported ends of continuous beams, special mechanical anchorage shall be provided, which is capable of developing at the end of the span a tensile stress which is not less than one-third of the safe tensile stress of the bar at the point of maximum moment. (For illustrative design, see Fig. 11*).

131.—*Anchorage of Web Reinforcement.*—Anchorage of the web reinforcement shall be by one of the following methods:

(*a*) Continuity of the web bar with the longitudinal bar;

(*b*) Carrying the web bar around at least two sides of a longitudinal bar at both ends of the web bar; or

(*c*) Carrying the web bar about at least two sides of a longitudinal bar at one end and making a semi-circular hook at the other end which has a diameter equal to that of the web bar.

In all cases the bent ends of web bars shall extend at least 8 diameters below or above the point of extreme height or depth of the web bar. In case the end anchorage of the web member is not in bearing on other reinforcement, the anchorage shall be such as to engage an adequate amount of concrete to prevent the bar from pulling off a portion of the concrete. In all cases the stirrups shall be carried as close to the upper and lower surfaces as fire-proofing requirements will permit. (For typical designs, see Fig. 8* and 12*).

132.—*Size of Web Bars.*—The size of web reinforcing bars which are neither a part of the longitudinal bars nor welded thereto shall be such that not less than two-fifths of the allowable tensile stress in the bar may be developed by bond stresses in a length of bar equal to $0.4d$.† The remainder of the tensile stress in the bar shall be provided for by adequate end anchorage, as specified in Section 131.

133.—*Breadth of Beams in Shear.*—Shearing unit stress shall be computed on the full width of rectangular beams, on the width of the stem of T-beams, and on the thickness of the web in beams of I-section.

134.—*Shear in Beam-and-Tile Construction.*—The shearing stress in tile-and-concrete-beam construction shall not exceed that in beams or slabs with similar reinforcement. The width of the effective section for shear, as governing diagonal tension, shall be taken as the thickness of the concrete web plus one-half the thickness of the vertical webs of the tile. (For typical design, see Fig. 13*).

* Appendix II, pp. 121–122.

† This condition is satisfied for plain round stirrups when the diameter of the bar does not exceed $\frac{d}{50}$

135.—*Spacing of Web Reinforcement.*—The spacing, a, of web reinforcement bars shall be measured perpendicular to their direction and in a plane parallel to the longitudinal axis of the beam. The spacing shall not exceed $\frac{3}{4}d$ in any case where web reinforcement is necessary. Where vertical stirrups are used, or where inclined web bars make an angle more than 60° with the horizontal, the spacing shall not exceed $\frac{1}{2}d$. Where the shearing unit stress exceeds $0.06f'_c$, the spacing of the web reinforcement shall not exceed $\frac{1}{2}d$ in any case, nor $\frac{1}{4}d$ for vertical stirrups or web reinforcement making an angle more than 60° with the horizontal. The first shear reinforcement member shall cross the neutral axis of the member at a distance from the face of the support, measured along the axis of the beam, not greater than $\frac{1}{4}d$, nor greater than the spacing of web members as determined for a section taken at the edge of the support. Web members may be placed at any angle between 20° and 90° with the longitudinal bars, provided that if inclined they shall be inclined in such a manner as to resist the tensile stress in the web.

(*d*) *Flat Slabs.*

136.—*Shearing Stress.*—The shearing unit shearing stress shall not exceed the value of v in the formula,

$$v = 0.02\, f'_c\, (1 + r) \quad \text{(33)}$$

nor in any case shall it exceed $0.03\ f'_c$.

The unit shearing stress shall be computed on

(*a*) A vertical section which has a depth, in inches, of $\frac{7}{8}\ (t_1 - 1\frac{1}{2})$, and which lies at a distance, in inches, of $t_1 - 1\frac{1}{2}$ from the edge of the column capital; and

(*b*) A vertical section which has a depth, in inches, of $\frac{7}{8}\ (t_2 - 1\frac{1}{2})$, and which lies at a distance, in inches, of $t_2 - 1\frac{1}{2}$ from the edge of the dropped panel.

In no case shall r be less than 0.25. Where the shearing stress on section (*a*) is being considered, r shall be taken as the proportional amount of reinforcement crossing the column capital; where the shearing stress at section (*b*) is being considered, r shall be taken as the proportional amount of reinforcement crossing entirely over the dropped panel. (For typical flat slab and designation of principal design sections, see Figs. 14 and 15*).

(*e*) *Footings.*

137.—*Shear and Diagonal Tension in Footings.*—The shearing stress shall be computed by Formula 29. When so computed the stress on the critical section defined below, or on sections outside of the critical section, shall not exceed $0.02\ f'_c$ for footings with straight reinforcement bars, nor $0.03\ f'_c$ for footings in which the reinforcement bars are anchored at both ends by adequate hooks or otherwise, as specified in Section 130.

138.—*Critical Section of Soil Footings.*—The critical section for diagonal tension in footings bearing directly on the soil shall be taken on a vertical

* See Appendix II, p. 123.

section through the perimeter of the lower base of a frustum of a cone or pyramid which has a base angle of 45°, and has for its top the base of the column or pedestal and for its lower base the plane of the center of the longitudinal reinforcement.

139.—*Critical Section for Pile Footings.*—The critical section for diagonal tension in footings bearing on piles shall be taken on a vertical section at the inner edge of the first row of piles entirely outside a section midway between the face of the column or pedestal and the section described in Section 138 for soil footings, but in no case outside of the section described in Section 138. The critical section for piles not grouped in rows shall be taken midway between the face of the column and the perimeter of the base of the frustum described in Section 138.

E.—BOND.

140.—*Formula.*—Bond between concrete and reinforcement bars in reinforced concrete beams and slabs shall be computed by the formula:

$$u = \frac{V}{j\,d\,\Sigma\,o} \quad\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots(34)$$

141.—*Working Stress.*—Unless otherwise specified, the reinforcement shall be so proportioned that the bond stress between the metal and the concrete shall not exceed the following:

(*a*) Plain bars,

$$u = 0.04\,f'_c \quad\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots(35)$$

(*b*) Deformed bars, meeting the requirements of Section 23,

$$u = 0.05\,f'_c \quad\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots(36)$$

142.—*Bond in Footings.*—The bond stress on a section of a footing shall be computed by Formula 34. Only the bars counted as effective in bending shall be considered in computing the number of bars crossing a section. The bond stress computed in this manner on sections at the face of the column or outside the column shall not exceed the value specified in Section 141. Special investigation shall be made of bond stresses in footings with stepped or sloping upper surface; maximum stresses may occur at sections near the edges of the footings.

143.—*Reinforcement in Two or More Directions.*—The permissible bond stress given by Formulas 35 and 36 for footings and similar members where reinforcement is required in more than one direction shall be reduced as follows:

(*a*) For two-way reinforcement.............................25 per cent.
(*b*) For each additional direction..........................10 per cent.

144.—*Anchored Bars.*—The bond stresses for bars adequately anchored at both ends by hooks or otherwise, as provided in Section 130, may be 1½ times the values specified in Section 141. Hooks in footings shall be effectively positioned to insure that they engage a mass of concrete above the plane of the reinforcement.

F.—Flat Slabs.*

145.—*Moments in Interior Panels.*—The symbols used in Formulas 37 to 42 are defined in Section 107 except as indicated in Sections 145, 148 and 158.

In flat slabs in which the ratio of reinforcement for negative moment in the column strip is not greater than 0.01, the numerical sum of the positive and negative moments in the direction of either side of the panel shall be taken as not less than

$$M_0 = 0.09\ W\ l \left(1 - \frac{2}{3}\frac{c}{l}\right)^2 \quad \text{.................... (37)}$$

Where M_0 = sum of positive and negative bending moments in either rectangular direction at the principal design sections of a panel of a flat slab;

c = base diameter of the largest right circular cone which lies entirely within the column (including the capital) whose vertex angle is 90° and whose base is 1½ in. below the bottom of the slab or the bottom of the dropped panel (See Fig. 14†);

l = span length‡ of flat slab, center to center of columns in the rectangular direction, in which moments are considered; and

W = total dead and live load uniformly distributed over a single panel area.

146.—*Principal Design Sections.*—The principal design sections for critical moments in flat slabs subjected to uniform load shall be taken as follows:

(*a*) Negative moment in middle strip: Extending in a rectangular direction from a point on the edge of panel $\frac{l_1}{4}$ from column center a distance $\frac{l_1}{2}$ toward the center of adjacent column on the same panel edge.

(*b*) Negative moment in column strip: Extending in a rectangular direction along the edge of the panel from a point $\frac{l_1}{4}$ from the center of the column to a point $\frac{c}{2}$ from the center of the same column and thence one-quarter circumference about the column center to the adjacent edge of the panel.

(*c*) Positive moment in middle strip: Extending in a rectangular direction from the center of one edge of a middle strip a distance $\frac{l_1}{2}$ to the center of the other edge of the same strip.

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* The requirements for flat slabs in Sections 145 to 162, inclusive, apply to two-way and four-way systems of reinforcement. The Committee is not prepared at this time to submit requirements covering other types of flat slabs.

† Appendix II, p. 123.

‡ The column strip and the middle strip to be used when considering moments in the direction of the dimension l are located and dimensioned as shown in Fig. 15. The dimension l_1 does not always represent the short length of the panel. When moments in the direction of the shorter panel length are considered, the dimensions l and l_1 are to be interchanged and the strips corresponding to those shown in Fig. 15 but extending in the direction of the shorter panel length are to be considered.

(*d*) Positive moment in column strip: Extending in a rectangular direction from the center of one edge of a column strip a distance $\frac{l_1}{4}$ to the center of the other edge of the same strip.

147.—*Moments in Principal Design Sections.*—The moments in the principal design sections shall be those given in Table 3, except as follows:

(*a*) The sum of the maximum negative moments in the two column strips may be greater or less than the values given in Table 3 by not more than 0.03 M_0.

(*b*) The maximum negative moment and the maximum positive moments in the middle strip and the sum of the maximum positive moments in the two column strips may each be greater or less than the values given in Table 3 by not more than 0.01 M_0.

TABLE 3.—MOMENTS TO BE USED IN DESIGN OF FLAT SLABS.

Strip.	Flat Slabs without Dropped Panels.		Flat Slabs with Dropped Panels.	
	Negative.	Positive.	Negative.	Positive.
Slabs with Two-Way Reinforcement.				
Column strip	0.23 M_0	0.11 M_0	0.25 M_0	0.10 M_0
Two-column strips	0.46 M_0	0.22 M_0	0.50 M_0	0.20 M_0
Middle strip	0.16 M_0	0.16 M_0	0.15 M_0	0.15 M_0
Slabs with Four-Way Reinforcement.				
Column strip	0.25 M_0	0.10 M_0	0.27 M_0	0.095 M_0
Two-column strips	0.50 M_0	0.20 M_0	0.54 M_0	0.190 M_0
Middle strip	0.10 M_0	0.20 M_0	0.08 M_0	0.190 M_0

148.—*Thickness of Flat Slabs and Dropped Panels.*—The total thickness,* t_1, of the dropped panel, in inches, or of the slab if a dropped panel is not used, shall be not less than:

$$t_1 = 0.0382 \left(1 - 1.44 \frac{c}{l}\right) l \sqrt{R\, w' \frac{l_1}{b_1}} + 1\tfrac{1}{2} \ldots\ldots\ldots\ldots (38)\dagger$$

where R = ratio of negative moment in the two-column strips to M_0; and w' = uniformly distributed dead and live load per unit of area of floor.

For slabs with dropped panels, the total thickness,* in inches, at points away from the dropped panel shall be not less than:

$$t_2 = 0.02\, l \sqrt{w'} + 1 \ldots\ldots\ldots\ldots\ldots\ldots (39)$$

* The thickness will be in inches regardless of whether l and w' are in feet and pounds per square foot or in inches and pounds per square inch.

† The values of R used in this formula are the coefficients of M_0 for negative moment in the two-column strips in Table 3, Section 147.

The slab thickness, t_1 or t_2, shall in no case be less than $\frac{l}{32}$ for floor-slabs, and not less than $\frac{l}{40}$ for roof slabs. In determining minimum thickness by Formulas 38 and 39, the value of l shall be the panel length center to center of the columns on the long side of the panel, l_1 shall be the panel length on the short side of the panel, and b_1 shall be the width or diameter of dropped panel in the direction of l_1, except that in a slab without dropped panel, b_1 shall be $0.5l_1$,

149.—*Minimum Dimensions of Dropped Panels.*—The dropped panel shall have a length or diameter in each rectangular direction of not less than one-third the panel length in that direction, and a thickness not greater than $1.5t_2$.

150.—*Wall and Other Irregular Panels.*—In wall panels and other panels in which the slab is discontinuous at the edge of the panel, the maximum negative moment one panel length away from the discontinuous edge and the maximum positive moment between shall be taken as follows:

(*a*) Column strip perpendicular to the wall or discontinuous edge, 15% greater than that given in Table 3.

(*b*) Middle strip perpendicular to wall or discontinuous edge, 30% greater than that given in Table 3.

In these strips the bars used for positive moments perpendicular to the discontinuous edge shall extend to the exterior edge of the panel at which the slab is discontinuous.

151.—*Panels with Wall Beams.*—In panels having a marginal beam on one edge or on each of two adjacent edges, the beam shall be designed to carry the load superimposed directly upon it. If the beam has a depth greater than the thickness of the dropped panel into which it frames, the beam shall be designed to carry, in addition to the load superimposed upon it, at least one-quarter of the distributed load for which the adjacent panel or panels are designed, and each column strip adjacent to and parallel with the beam shall be designed to resist a moment at least one-half as great as that specified in Table 3 for a column strip.* If the beam used has a depth less than the thickness of the dropped panel into which it frames, each column strip adjacent to and parallel with the beam shall be designed to resist the moments specified in Table 3 for a column strip. Where there are beams on two opposite edges of the panel, the slab and the beam shall be designed as though all the load was carried to the beam.

152.—*Discontinuous Panels.*—The negative moments on sections at and parallel to the wall, or discontinuous edge of an interior panel, shall be determined by the conditions of restraint.†

153.—*Flat Slabs on Bearing Walls.*—Where there is a beam or a bearing wall on the center line of columns in the interior portion of a continuous flat slab, the negative moment at the beam or wall line in the middle strip perpendicular to the beam or wall shall be taken as 30% greater than the

* In wall columns, brackets are sometimes substituted for capitals or other changes are made in the design of the capital. Attention is directed to the necessity for taking into account the change in the value of c in the moment formula for such cases.

† The Committee is not prepared to make a more definite recommendation at this time.

moment specified in Table 3 for a middle strip. The column strip adjacent to and lying on either side of the beam or wall shall be designed to resist a moment at least one-half of that specified in Table 3 for a column strip.

154.—*Point of Inflection.*—The point of inflection in any line parallel to a panel edge in interior panels of symmetrical slabs without dropped panels shall be assumed to be at a distance from the center of the span equal to $\frac{3}{10}$ of the distance between the two sections of critical negative moment at opposite ends of the line; for slabs having dropped panels, the coefficient shall be $\frac{1}{4}$.

155.—*Reinforcement.*—The reinforcement bars which cross any section and which fulfill the requirements given in Section 156 may be considered as effective in resisting the moment at the section. The sectional area of a bar multiplied by the cosine of the angle between the direction of the axis of the bar and any other direction may be considered effective as reinforcement in that direction.

156.—*Arrangement of Reinforcement.*—The design shall include adequate provision for securing the reinforcement in place so as to take not only the critical moments, but the moments at intermediate sections. All bars in rectangular or diagonal directions shall extend on each side of a section of critical moment, either positive or negative, to points at least 20 diameters beyond the point of inflection as specified in Section 154. In addition to this provision, bars in diagonal directions used as reinforcement for negative moment shall extend on each side of a line drawn through the column center at right angles to the direction of the band at least a distance of 0.35 of the panel length, and bars in diagonal directions used as reinforcement for positive moment shall extend on each side of a diagonal through the center of the panel at least a distance equal to 0.35 of the panel length; no splice by lapping shall be permitted at or near regions of maximum stress except as just described. At least two-thirds of all bars in each direction shall be of such length and shall be so placed as to provide reinforcement at two sections of critical negative moment and at the intermediate section of critical positive moment. Continuous bars shall not all be bent up at the same point of their length, but the zone in which this bending occurs shall extend on each side of the assumed point of inflection, and shall cover a width of at least $\frac{1}{15}$ of the panel length. Mere sagging of the bars shall not be permitted. In four-way reinforcement the position of the bars in both diagonal and rectangular directions may be considered in determining whether the width of zone of bending is sufficient.

157.—*Reinforcement at Construction Joints.*—See Section 73.

158.—*Tensile Stress in Reinforcement.*—The following formula shall be used in computing the tensile stress, f_s, in the reinforcement in flat slabs; the stress so computed shall not at any of the principal design sections exceed the values specified in Section 205:

$$f_s = \frac{R\,M_0}{A_s\,j\,d} \qquad (40)$$

Where RM_0 = moment specified in Section 147 for two-column strips or for one middle strip; and

A_s = effective cross-sectional area of the reinforcement which crosses any of the principal design sections and which meets the requirements of Section 156.

159.—*Compressive Stress in Reinforcement.*—The following formulas shall be used in computing maximum compressive stress in the concrete in flat slabs; but the stress so computed shall not exceed $0.4f'_c$:

(*a*) Compression due to negative moment, RM_0, in the two-column strips,

$$f_c = \frac{3.5\ R\ M_0}{k\ j\ b_1\ d^2}\left(1 - 1.2\ \frac{c}{l}\right) \qquad (41)$$

where b_1 is as specified in Section 148.

(*b*) Compression due to positive moment, RM_0, in the two-column strips, or negative or positive moment in the middle strip,

$$f_c = \frac{6\ R\ M_0}{k\ j\ l_1\ d^2} \qquad (42)$$

160.—*Shearing Stress.*—See Section 136.

161.—*Unusual Panels.*—The moment coefficients, moment distribution, and slab thicknesses specified herein are for slabs which have three or more rows of panels in each direction, and in which the panels are approximately uniform in size. For structures having a width of one or two panels, and also for slabs having panels of markedly different sizes, an analysis shall be made of the moments developed in both slab and columns, and the values given herein modified accordingly. Slabs with paneled ceiling or with depressed paneling in the floor shall be considered as coming under the requirements herein given.

162.—*Bending Moments in Columns.*—See Section 173.

G.—Reinforced Concrete Columns.

163.—*Limiting Dimensions.*—The provisions in the following sections for the carrying capacity of reinforced columns are based on the assumption of a short column. Where the unsupported length is greater than 40 times the least radius of gyration ($40R$), the carrying capacity of the column shall be determined by Formula 48 for slender columns. Principal columns in buildings shall have a width of not less than 12 in. Posts that are not continuous from story to story shall have a width of not less than 6 in.

164.—*Unsupported Length.*—The unsupported length of a column in flat slab construction shall be taken as the clear distance between the under side of the capital and the top of the floor-slab below. For beam-and-slab construction the unsupported length of a column shall be taken as the clear distance between the under side of the shallowest beam framing into it and the top of the floor-slab below; where beams run in one direction only the clear distance between floor-slabs shall be used. For columns supported laterally by struts or beams only, two struts shall be considered an adequate support, provided the angle between the two planes formed by the axis of the

column with the axis of each strut is not less than 75°, nor more than 105°. The unsupported length for this condition shall be considered the clear distance between struts. When haunches are used at the junction of beams or struts with columns, the clear distance between supports may be considered as reduced by two-thirds of the depth of the haunch.

165.—*Safe Load on Spiral Columns.*—The symbols used in Formulas 43 to 50 are defined in Section 107, except as indicated in Sections 165, 167, 170, 172, 180 and 188. The safe axial load on columns reinforced with longitudinal bars and closely spaced spirals enclosing a circular core shall be determined by the following formula:

$$P = A_c f_c + n f_c p A \qquad (43)$$

where A = area of the concrete core enclosed within the spiral;

P = total safe axial load on column whose $\frac{h}{R}$ is less than 40;

p = ratio of effective area of longitudinal reinforcement to area of the concrete core; and

$A_c = A\ (1 - p)$ = net area of concrete core.

The allowable value of f_c for use in this type of column shall be determined by the following formula:

$$f_c = 300 + (0.10 + 4\,p)\,f'_c \qquad (44)$$

The longitudinal reinforcement shall consist of at least six bars of minimum diameter of ½ in., and its effective cross-sectional area shall not be less than 1% nor more than 5% of that of the enclosed core.

166.—*Spiral Reinforcement.*—The spiral reinforcement shall be not less in amount than one-fourth the volume of the longitudinal reinforcement. It shall consist of evenly spaced continuous spirals held firmly in place and true to line by at least three vertical spacer bars. The spacing of the spirals shall not be greater than one-sixth of the diameter of the core and in no case more than 3 in. The lateral reinforcement shall meet the requirements of the "Tentative Specifications for Cold-Drawn Steel Wire for Concrete Reinforcement" (Serial Designation: A9—21) of the American Society for Testing Materials. (Appendix VII)*. Reinforcement shall be protected everywhere by a covering of concrete cast monolithic with the core, which shall have a minimum thickness of 1½ in. in square columns and 2 in. in round or octagonal columns.

167.—*Safe Load on Columns with Lateral Ties.*—The safe axial load on columns reinforced with longitudinal bars and separate lateral ties shall be determined by the following formula:

$$P = A'_c f_c + A_s n f_c \qquad (45)$$

where A'_c = net area of concrete in the column (total column area minus steel area); and

A_s = effective cross-sectional area of longitudinal reinforcement.

The value of f_c for this type of column shall not exceed $0.20 f'_c$. The amount of longitudinal reinforcement considered in the calculations shall not be more

* Not reproduced.

than 2% nor less than 0.5% of the total area of the column. The longitudinal reinforcement shall consist of not less than four bars of minimum diameter of ½ in., placed with clear distance from the face of the column not less than 2 in.

168.—*Lateral Ties.*—Lateral ties shall be not less than ¼ in. in diameter, spaced not farther than 8 in. apart.

169.—*Bending Stress in Columns.*—Reinforced concrete columns subjected to bending stresses shall be treated as follows:

(*a*) *Spiral Column.*—The compressive unit stress on the concrete within the core area under combined axial load and bending shall not exceed by more than 20% the value given for axial load by Formula 44.

(*b*) *Columns with Lateral Ties.*—Additional longitudinal reinforcement not to exceed 2% shall be used if required and the compressive unit stress on the concrete under combined axial load and bending may be increased to $0.30f'_c$.

Tension due to bending in the longitudinal reinforcement shall not exceed 16 000 lb. per sq. in.

170.—*Composite Columns.*—The safe carrying capacity of composite columns in which a structural steel or cast-iron column is thoroughly encased in a spirally reinforced concrete core shall be based on a certain unit stress for the steel or cast-iron core, plus a unit stress of $0.25f'_c$ on the area within the spiral core. The unit compressive stress on the steel section shall be determined by the formula:

$$f_r = 18\,000 - 70\,\frac{h}{R} \qquad \text{(46)}$$

but shall not exceed 16 000 lb. per sq. in. The unit stress on the cast-iron section shall be determined by the formula:

$$f_r = 12\,000 - 60\,\frac{h}{R} \qquad \text{(47)}$$

but shall not exceed 10 000 lb. per sq. in. In Formulas 46 and 47,

f_r = compressive unit stress in metal core; and

R = least radius of gyration of the steel or cast-iron section.

The diameter of the cast-iron section shall not exceed one-half of the diameter of the core within the spiral. The spiral reinforcement shall be not less than 0.5% of the volume of the core within the spiral and shall conform in quality, spacing, and other requirements to the provisions for spirals in reinforced concrete columns. Ample sections of concrete and continuity of reinforcement shall be provided at the junction with beams or girders. The area of the concrete between the spiral and metal core shall be not less than that required to carry the total floor load of the story above on the basis of a stress in the concrete of $0.35f'_c$, unless special brackets are arranged on the metal core to receive directly the beam or slab loads.

171.—*Structural Steel Columns.*—The safe load on a structural steel column of a section which fully encloses or encases an area of concrete, and which is protected by an outside shell of concrete at least 3 in. thick, shall be computed in the same way as in the columns described in Section 170,

allowing $0.25f'_c$ on the area of the concrete enclosed by the steel section. The outside shell shall be reinforced by wire mesh or hoops weighing not less than 0.2 lb. per sq. ft. of surface of the core and with a maximum spacing of strands or hoops of 6 in. Special brackets shall be used to receive the entire floor load at each story. The working stress in steel columns shall be calculated by Formula 46, but shall not exceed 16 000 lb. per sq. in.

172.—*Long Columns.*—The permissible working unit stress on the core in axially loaded columns which have a length greater than 40 times the least radius of gyration of the column core ($40R$) shall be determined by the formula:

$$\frac{P'}{P} = 1.33 - \frac{h}{120\,R} \quad \text{.......................(48)}$$

where P' = total safe axial load on long column;

P = total safe axial load on column of the same section whose $\frac{h}{R}$ is less than 40, determined as in Section 167; and

R = least radius of gyration of column core.

173.—*Bending Moments in Columns.*—The bending moments in interior and exterior columns shall be determined on the basis of loading conditions and end restraint and shall be provided for in the design.* The recognized standard methods shall be followed in calculating the stresses due to combined axial load and bending.

H.—Footings.

174.—*Types.*—Various types of reinforced concrete footings are in use, depending on conditions. The fundamental principles of the design of reinforced concrete will generally apply to footings as to other structural members. The requirements for flexure and shear in Sections 112 to 139, inclusive, shall govern the design of footings, except as hereinafter provided.

175—*Distribution of Pressure.*—The upward reaction per unit of area on the footing shall be taken as the column load divided by the area of base of the footing.

176.—*Pile Footing.*—Footings carried on piles shall be treated in the same manner as those bearing directly on the soil, except that the reaction shall be considered as a series of concentrated loads applied at the pile centers.

177.—*Sloped Footing.*—Footings in which the depth has been determined by the requirements for shear, as specified in Section 137, may be sloped between the critical section and the edge of the footing, provided that the shear on no section outside the critical section exceeds the value specified, and provided, further, that the thickness of the footing above the reinforcement at the edge shall not be less than 6 in. for footings on soil, nor less than 12 in. for footings on piles.

178.—*Stepped Footing.*—The top of the footing may be stepped instead of sloped, provided that the steps are so placed that the footing will have at

* The Committee is not prepared to make more definite recommendations at this time.

all sections a depth at least as great as that required for a sloping top. Stepped footings shall be cast monolithically.

179.—*Critical Section for Bending.*—In a concrete footing which supports a concrete column or pedestal, the critical section for bending shall be taken at the face of the column or pedestal. Where steel or cast-iron bases are used the moment in the footing shall be calculated at the edge of the base and at the center. In calculating this moment, the column or pedestal load shall be assumed as uniformly distributed over its base.

180.—*Square Column on Square Footing.*—For a square footing supporting a concentric square column, the bending moment at the critical section is that produced by the upward pressure on the trapezoid bounded by one face of the column, the corresponding outside edge of the footing, and the portions of the two diagonals. The center of application of the reaction on the two corner triangles of this trapezoid shall be taken at a distance from the face of the column equal to 0.6 of the projection of the footing. The center of the application of the reaction on the rectangular portion of the trapezoid shall be taken at its center of gravity. This gives a bending moment expressed by the formula:

$$M = \frac{w}{2} (a + 1.2c)\, c^2 \ldots\ldots\ldots\ldots\ldots\ldots (49)$$

where M = bending moment at critical section of footing;
a = the width of face of column or pedestal;
c = projection of the footing from face of column; and
w = upward reaction per unit of area of base of footing.

(For typical footing designs, see Figs. 16 to 18*.)

181.—*Round Column on Square Footing.*—Square footings supporting a round or octagonal column shall be treated in the same manner as for a square column, using for the distance a the side of a square having an area equal to the area enclosed within the perimeter of the column.

182.—*Reinforcement.*—The reinforcement necessary to resist the bending moment in each direction in the footing shall be determined as for a reinforced concrete beam; the effective depth of the footing shall be the depth from the top to the plane of the reinforcement. The required area of reinforcement thus calculated shall be spaced uniformly across the footing, unless the footing width is greater than the side of the column or pedestal plus twice the effective depth of the footing, in which case the width over which the reinforcement is spread may be increased to include one-half the remaining width of the footing. In order that no considerable area of the footing shall remain unreinforced, additional bars shall be placed outside of the width specified, but such bars shall not be considered as effective in resisting the calculated bending moment. For the extra bars a spacing double that used for the reinforcement within the effective belt may be used.

183.—*Concrete Stress.*—The extreme fiber stress in compression in the concrete shall be kept within the limits specified in Section 198. The extreme fiber stress in sloped or stepped footings shall be based on the exact shape of

* Appendix II, p. 124.

the section for a width not greater than that assumed effective for reinforcement.

184.—*Irregular Footings.*—Rectangular or irregular-shaped footings shall be calculated by dividing the footings into rectangles or trapezoids tributary to the sides of the column, using the distance to the actual center of gravity of the area as the moment arm of the upward forces. Outstanding portions of combined footings shall be treated in the same manner. Other portions of combined footings shall be designed as beams or slabs.

185.—*Shearing Stresses.*—See Sections 137 to 139.

186.—*Bond Stresses.*—See Sections 142 to 144.

187.—*Transfer of Stress from Column Reinforcement.*—The compressive stress in longitudinal reinforcement in columns or pedestals shall be transferred to the footing by one of the following methods:

(*a*) By metal distributing bases having a sufficient area and thickness to transmit safely the load from the longitudinal reinforcement in compression and bending. The bases shall be accurately set and provided with a full bearing on the footing.

(*b*) By dowels, at least one for each bar and of total sectional area not less than the area of the longitudinal column reinforcement. The dowels shall project into the columns or into the pedestal or footing a distance not less than 50 times the diameter of the column bars.

188.—*Pedestals without Reinforcement.*—The allowable compressive unit stress on the gross area of a concentrically loaded pedestal without reinforcement shall not exceed $0.25f'_c$. If the column resting on such a pedestal is provided with distributing bases for the longitudinal reinforcement, the permissible compressive unit stress under the column core shall be determined by the following formula:

$$r_a = 0.25\, f'_c \sqrt[3]{\frac{A}{A'}} \qquad \text{(50)}$$

where r_a = permissible working stress over the loaded area;
A = total net area of the top of pedestal; and
A' = loaded area of pedestal.

189.—*Pedestals with Reinforcement.*—Where the permissible load at the top of a pedestal, determined by Formula 50, is less than the column load to be supported, dowels shall be used as specified in Section 187. If the height of the pedestal is not sufficient to give the required embedment to the dowels, they shall extend into the footing to a point 50 diameters below the top of the pedestal for plain bars and 40 diameters for deformed bars. If the column load divided by the cross-section of the pedestal exceeds $0.25f'_c$ the pedestal shall be considered as a section of a column and spiral reinforcement shall be provided accordingly.

190.—*Permissible Load at Top of Footings.*—Where distributing bases are used for transferring the stress from column reinforcement directly to the footing, the permissible compressive unit stress shall be determined by Formula 50. This formula may be applied by using A as the area of the top horizontal surface of the footing or with the following modifications:

(*a*) In footings, with sloping or stepped top in which a plane drawn from the edge of the base of the column so that it makes the greatest possible angle with the vertical, but remains entirely within the footing, has a slope with the horizontal not greater than 0.5, the total bearing area of the footing may be used for A.

(*b*) In footings in which the slope of the plane referred to is greater than 0.5, but not greater than 2.0, the permissible compressive unit stress at the top shall be determined by direct proportion, in terms of the slope, between the value found for a slope of 0.5 and the value of $0.25f'_c$ for a slope of 2.0. For a slope of 2.0 or greater the compressive unit stress at the top shall not exceed $0.25f'_c$.

(For typical footing designs, see Figs. 16 and 18*.)

191.—*Pedestal Footings.*—Pedestal footings may be designed as pedestals, that is, without reinforcement other than that required to transmit the column load, except that when supported directly on driven piles, a mat of reinforcing bars consisting of not less than 0.20 sq. in. per ft. of width in each direction shall be placed 3 in. above the top of the piles. The height of a pedestal footing shall not be greater than 4 times the average width.

I.—Reinforced Concrete Retaining Walls.

192.—*Types.*—Reinforced concrete retaining walls may be of the following types:

(*a*) Cantilever;
(*b*) Counterforted;
(*c*) Buttressed;
(*d*) Cellular.

193.—*Loads and Unit Stresses.*—Reinforced concrete retaining walls shall be designed† for the loads and reactions, and shall be so proportioned that the permissible unit stresses specified in Sections 196 to 208 are not exceeded. The heels of cantilever, counterforted, and buttressed retaining walls shall be proportioned for the maximum resultant vertical loads to which they will be subjected, but the sections shall be such that the normal permissible unit stresses will not be increased by more than 50% when the reaction from the foundation bed is neglected.

194.—*Details of Design.*—The following principles shall be followed in the design of reinforced concrete retaining walls:

(*a*) The unsupported toe and heel of the base slabs shall be considered as cantilever beams fixed at the edge of the support.

(*b*) The vertical section of a cantilever wall shall be considered as a cantilever beam fixed at the top of the base.

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* See Appendix II, p. 124.

† In proportioning retaining walls, consideration shall be given to the following:
(*a*) Maximum bearing pressure of soil;
(*b*) Uniformity of distribution of foundation pressure on yielding soils;
(*c*) Stability against sliding;
(*d*) Minor increase of the horizontal forces may seriously affect (*a*) and (*b*).

(*c*) The vertical sections of counterforted and buttressed walls and parts of base slabs supported by the counterforts or buttresses shall be designed in accordance with the requirements specified herein for the continuous slab.

(*d*) The exposed faces of walls without buttresses shall preferably be given a batter of not less than ¼ in. in 12 in.

(*e*) Counterforts shall be designed in accordance with the requirements specified for T-beams. Stirrups shall be provided in the counterforts to take the reaction from these spans when the tension reinforcement of the face walls and heels of bases is designed to span between the counterforts. Stirrups shall be anchored as near the exposed faces of the face walls, and as near the lower face of the bases, as practicable.

(*f*) Buttresses shall be designed in accordance with the requirements specified for rectangular beams.

(*g*) The shearing stress at the junction of the base with counterforts or buttresses shall not exceed the values specified in Sections 120 to 135.

(*h*) Horizontal metal reinforcement shall be well distributed of such form as to develop a high bond resistance. At least 0.25 sq. in. of horizontal metal reinforcement for each foot of height shall be provided near exposed surfaces not otherwise reinforced, to resist the formation of temperature and shrinkage cracks.

(*i*) Provision for temperature changes shall be made by grooved lock-joints spaced not over 60 ft. apart.

(*j*) Counterforts and buttresses, where used, shall be located under all points of concentrated loading, and at intermediate points spaced 8 to 12 ft. apart.

(*k*) The walls shall be cast monolithically between expansion joints, unless construction joints made in accordance with Sections 69 and 73 are provided.

195.—*Drains.*—Drains or "weep holes" not less than 4 in. in diameter and not more than 10 ft. apart, shall be provided. In counterforted walls there shall be at least one drain for each pocket formed by the counterforts.

J.—Floor-Slabs Supported on Four Sides.*

K.—Shrinkage and Temperature Stresses.*

L.—Summary of Working Stresses.

196.—*Notation.*—

f'_c = ultimate compressive strength of concrete at age of 28 days, based on tests of 6 by 12-in., or 8 by 16-in., cylinders, made and tested in accordance with the "Standard Methods of Making and Storing Specimens of Concrete in the Field" (Appendix XIV)† and the "Tentative Methods of Making Compression Tests of Concrete" (Appendix XIII).†

* The Committee is not now ready to report on these subjects.

† Not reproduced.

(a) Maximum Direct Stresses in Concrete.

197.—*Direct Compression.*—

(*a*) Columns whose length does not exceed $40R$:

1.—With spirals...varies with amount of longitudinal reinforcement
2.—Without spirals ....$0.20f'_c$

(*b*) 3.—Long columns..............................see Section 172

(*c*) Piers and pedestals:

1.—Without reinforcement ....$0.25f'_c$
2.—For special cases..............................see Section 188

198.—*Compression in Extreme Fiber.*—

(*a*) Extreme fiber stress in flexure............................$0.40f'_c$
(*b*) Extreme fiber stress adjacent to supports of continuous beams..$0.45f'_c$

199.—*Bearing Compression.*—Anchorage of reinforcement...........$0.50f'_c$
200.—*Tension.*—All concrete members ....None

(b) Maximum Shearing Stresses in Concrete.

201.—*Beams without Web Reinforcement.*—

(*a*) Longitudinal bars anchored.............................. $0.03f'_c$
(*b*) Longitudinal bars not anchored.......................... $0.02f'_c$

202.—*Beams with Reinforcement.*—

(*a*) Beams with stirrups........................see Sections 125 and 128
(*b*) Beams with bars bent up in several planes............see Section 125
(*c*) Beams with bars bent up in a single plane:

1.—Longitudinal bars anchored...........................$0.12f'_c$
2.—Longitudinal bars not anchored.......................$0.06f'_c$

203.—*Flat Slabs.*—

(*a*) Shear at distance, *d*, from capital or dropped panel.......... $0.03f'_c$
(*b*) Other limiting cases in flat slabs....................see Section 136

204.—*Footings.*—

(*a*) Longitudinal bars anchored.................................$0.03f'_c$
(*b*) Longitudinal bars not anchored.......................... $0.02f'_c$

(c) Maximum Stresses in Reinforcement.

205.—*Tension in Steel.*—

(*a*) Billet-steel bars:

1.—Structural steel grade.................	16 000 lb. per sq. in.
2.—Intermediate grade....................	18 000 " " " "
3.—Hard grade..........................	18 000 " " " "
(*b*) Rail-steel bars..........................	16 000 " " " "
(*c*) Structural steel..........................	16 000 " " " "

(*d*) Cold-drawn steel wire:

1.—Spirals ....stress not calculated.
2.—Elsewhere .... 18 000 lb. per sq. in.

206.—*Compression in Steel.*—

(*a*) Bars................................same as Section 205 (*a*) and (*b*)
(*b*) Structural steel core of composite column......18 000 lb. per sq. in., reduced for slenderness ratio
(*c*) Structural steel column..........................16 000 lb. per sq. in., reduced for slenderness ratio

207.—*Compression in Cast Iron.*—

Composite columns with spirals.................... 10 000 lb. per sq. in.

(*d*) *Maximum Bond Between Concrete and Steel.*

208.—*Bond.*—

(*a*) Beams and slabs, plain bars.................................. $0.04f'_c$
(*b*) Beams and slabs, deformed bars............................ $0.05f'_c$
(*c*) Footings, plain bars, one-way.................................. $0.04f'_c$
(*d*) Footings, deformed bars, one-way............................ $0.05f'_c$
(*e*) Footings, two-way reinforcement.. (*c*) or (*d*) reduced by 25 per cent.
(*f*) Footings, each additional direction of reinforcement.................
.... (*c*) or (*d*) reduced by 10 per cent.

TABLE 4.—PROPORTIONS* FOR CONCRETE OF GIVEN COMPRESSIVE STRENGTH AT 28 DAYS.

Table 4 gives the proportions in which Portland cement and a wide range in sizes of fine and coarse aggregates should be mixed to obtain concrete of compressive strengths ranging from 1 500 to 3 000 lb. per sq. in. at 28 days. Proportions are given for concrete of four different consistencies.

The purpose of the table is twofold:

1.—To furnish a guide in the selection of mixtures to be used in preliminary investigations of the strength of concrete from given materials.

2.—To indicate proportions which may be expected to produce concrete of a given strength under average conditions where control tests are not made.

If the proportions to be used in the work are selected from the table without preliminary tests of the materials, and control tests are not made during the progress of the work, the mixtures in bold-face type shall be used.

The use of this table as a guide in the selection of concrete mixtures is based on the following:

1.—Concrete shall be plastic;

2.—Aggregates shall be clean and structually sound;

3.—Aggregates shall be graded between the sizes indicated;

4.—Cement shall conform to the requirements of the Standard Specifications and Tests for Portland Cement (Serial Designation: C9—21) of the American Society for Testing Materials. (Appendix III.)†

The plasticity of the concrete shall be determined by the slump test carried out in accordance with the Tentative Specifications for Workability of Concrete for Concrete Pavements (Serial Designation: D62—20T) of the American Society for Testing Materials. (Appendix XII.)†

Apply the following rules in determining the size assigned to a given aggregate:

1. Not less than 15% shall be retained between the sieve which is considered the maximum size‡ and the next smaller sieve.

2.—Not more than 15% of a coarse aggregate shall be finer than the sieve considered as the minimum size.‡

3.—Only the sieve sizes given in the table shall be considered in applying rules (1) and (2).

4.—Sieve analysis shall be made in accordance with the Tentative Method of Test for Sieve Analysis of Aggregates for Concrete (Serial Designation: C41—21T) of the American Society for Testing Materials. (Appendix IX.)†

Proportions may be interpolated for concrete strengths, aggregate sizes and consistencies not covered by the table or determined by test.

* Based on the 28-day compressive strengths of 6 by 12-in. cylinders, made and stored in accordance with the Tentative Methods of Making Compression Tests of Concrete (Serial Designation: C39–21T) of the American Society for Testing Materials. (Appendix XIII.)

† Not reproduced.

‡ For example: a graded sand with 16% retained on the No. 8 sieve would fall in the 0-No. 4 size; if 14% or less were retained, the sand would fall in the 0-No. 8 size. A coarse aggregate having 16% coarser than 2-in. sieve would be considered as 3-in. aggregate.

TABLE 4 (*Continued*).—PROPORTIONS FOR 1 500 LB. PER SQ. IN. CONCRETE.

Proportions are expressed by volume as follows: Portland cement: fine aggregate: coarse aggregate.

Thus 1:2.6:4.6 indicates 1 part by volume of Portland cement, 2.6 parts by volume of fine aggregate and 4.6 parts by volume of coarse aggregate.

Size of coarse aggregate.	Slump, in inches	SIZE OF FINE AGGREGATE				
		0 – No. 28	0 – No. 14	0 – No. 8	0 – No. 4	0 – 3/8 in.
None	1/2 to 1	1 : 2.8	1 : 3.2	1 : 3.8	1 : 4.4	1 : 5.1
	3 " 4	1 : 2.4	1 : 2.8	1 : 3.3	1 : 3.8	1 : 4.5
	6 " 7	**1 : 1.9**	**1 : 2.2**	**1 : 2.6**	**1 : 3.0**	**1 : 3.6**
	8 "10	1 : 1.4	1 : 1.6	1 : 1.8	1 : 2.1	1 : 2.5
No. 4 to 3/4 in.	1/2 to 1	1 : 2.6 : 4.6	1 : 2.9 : 4.3	1 : 3.4 : 4.1	1 : 3.9 : 3.6	1 : 4.6 : 3.1
	3 " 4	1 : 2.3 : 4.0	1 : 2.6 : 3.8	1 : 2.9 : 3.6	1 : 3.4 : 3.2	1 : 4.1 : 2.8
	6 " 7	**1 : 1.8 : 3.4**	**1 : 2.0 : 3.2**	**1 : 2.3 : 3.1**	**1 : 2.6 : 2.8**	**1 : 3.1 : 2.5**
	8 "10	1 : 1.1 : 2.5	1 : 1.3 : 2.4	1 : 1.5 : 2.4	1 : 1.7 : 2.2	1 : 2.1 : 2.0
No. 4 to 1 in.	1/2 to 1	1 : 2.4 : 5.3	1 : 2.7 : 5.2	1 : 3.1 : 5.0	1 : 3.5 : 4.7	1 : 4.3 : 4.3
	3 " 4	1 : 2.1 : 4.7	1 : 2.4 : 4.5	1 : 2.7 : 4.4	1 : 3.1 : 4.1	1 : 3.7 : 3.7
	6 " 7	**1 : 1.6 : 3.9**	**1 : 1.8 : 3.8**	**1 : 2.1 : 3.7**	**1 : 2.4 : 3.5**	**1 : 2.9 : 3.3**
	8 "10	1 : 1.1 : 2.9	1 : 1.2 : 2.8	1 : 1.4 : 2.8	1 : 1.6 : 2.7	1 : 1.9 : 2.5
No. 4 to 1 1/2 in.	1/2 to 1	1 : 2.4 : 6.0	1 : 2.7 : 5.9	1 : 3.1 : 5.8	1 : 3.5 : 5.4	1 : 4.1 : 5.1
	3 " 4	1 : 2.0 : 5.4	1 : 2.3 : 5.3	1 : 2.7 : 5.2	1 : 3.0 : 5.0	1 : 3.5 : 4.6
	6 " 7	**1 : 1.6 : 4.4**	**1 : 1.8 : 4.3**	**1 : 2.0 : 4.3**	**1 : 2.3 : 4.1**	**1 : 2.7 : 3.9**
	8 "10	1 : 1.0 : 3.3	1 : 1.1 : 3.2	1 : 1.3 : 3.2	1 : 1.5 : 3.1	1 : 1.8 : 2.9
No. 4 to 2 in.	1/2 to 1	1 : 2.2 : 6.9	1 : 2.4 : 6.8	1 : 2.8 : 6.8	1 : 3.1 : 6.6	1 : 3.7 : 6.4
	3 " 4	1 : 1.8 : 6.2	1 : 2.0 : 6.1	1 : 2.4 : 6.1	1 : 2.7 : 6.0	1 : 3.1 : 5.7
	6 " 7	**1 : 1.4 : 5.1**	**1 : 1.6 : 5.0**	**1 : 1.8 : 5.0**	**1 : 2.0 : 5.0**	**1 : 2.4 : 4.8**
	8 "10	1 : 0.9 : 3.8	1 : 1.0 : 3.8	1 : 1.1 : 3.8	1 : 1.3 : 3.8	1 : 1.5 : 3.7
3/8 to 1 in.	1/2 to 1	1 : 2.8 : 5.2	1 : 3.1 : 5.1	1 : 3.6 : 4.8	1 : 4.2 : 4.6	1 : 4.8 : 4.1
	3 " 4	1 : 2.4 : 4.5	1 : 2.6 : 4.5	1 : 3.1 : 4.3	1 : 3.6 : 4.0	1 : 4.1 : 3.6
	6 " 7	**1 : 1.9 : 3.9**	**1 : 2.1 : 3.7**	**1 : 2.4 : 3.6**	**1 : 2.8 : 3.4**	**1 : 3.2 : 3.1**
	8 "10	1 : 1.3 : 2.8	1 : 1.4 : 2.8	1 : 1.6 : 2.7	1 : 1.9 : 2.6	1 : 2.2 : 2.4
3/8 to 1 1/2 in.	1/2 to 1	1 : 2.8 : 5.8	1 : 3.1 : 5.7	1 : 3.5 : 5.5	1 : 4.1 : 5.3	1 : 4.7 : 4.9
	3 " 4	1 : 2.4 : 5.2	1 : 2.7 : 5.1	1 : 3.1 : 5.0	1 : 3.5 : 4.8	1 : 4.1 : 4.4
	6 " 7	**1 : 1.9 : 4.3**	**1 : 2.1 : 4.2**	**1 : 2.4 : 4.2**	**1 : 2.7 : 4.0**	**1 : 3.1 : 3.7**
	8 "10	1 : 1.2 : 3.2	1 : 1.4 : 3.2	1 : 1.6 : 3.1	1 : 1.8 : 3.0	1 : 2.1 : 2.9
3/8 to 2 in.	1/2 to 1	1 : 2.7 : 6.6	1 : 3.0 : 6.6	1 : 3.4 : 6.5	1 : 3.9 : 6.4	1 : 4.4 : 6.0
	3 " 4	1 : 2.3 : 5.9	1 : 2.6 : 5.9	1 : 2.9 : 5.8	1 : 3.3 : 5.6	1 : 3.7 : 5.5
	6 " 7	**1 : 1.8 : 4.9**	**1 : 2.0 : 4.8**	**1 : 2.2 : 4.8**	**1 : 2.6 : 4.8**	**1 : 3.0 : 4.5**
	8 "10	1 : 1.2 : 3.7	1 : 1.3 : 3.7	1 : 1.5 : 3.7	1 : 1.7 : 3.6	1 : 1.9 : 3.5
3/4 to 1 1/2 in.	1/2 to 1	1 : 3.2 : 5.4	1 : 3.6 : 5.3	1 : 4.1 : 5.1	1 : 4.7 : 4.8	1 : 5.3 : 4.4
	3 " 4	1 : 2.8 : 4.8	1 : 3.2 : 4.8	1 : 3.6 : 4.6	1 : 4.0 : 4.4	1 : 4.6 : 4.0
	6 " 7	**1 : 2.1 : 4.0**	**1 : 2.5 : 4.0**	**1 : 2.8 : 3.9**	**1 : 3.2 : 3.7**	**1 : 3.5 : 3.4**
	8 "10	1 : 1.5 : 3.0	1 : 1.7 : 3.0	1 : 1.9 : 2.9	1 : 2.2 : 2.8	1 : 2.5 : 2.7
3/4 to 2 in.	1/2 to 1	1 : 3.2 : 6.2	1 : 3.6 : 6.1	1 : 4.0 : 6.0	1 : 4.6 : 5.8	1 : 5.2 : 5.4
	3 " 4	1 : 2.8 : 5.5	1 : 3.1 : 5.5	1 : 3.5 : 5.4	1 : 3.9 : 5.2	1 : 4.5 : 4.9
	6 " 7	**1 : 2.1 : 4.5**	**1 : 2.4 : 4.6**	**1 : 2.7 : 4.5**	**1 : 3.1 : 4.4**	**1 : 3.5 : 4.1**
	8 "10	1 : 1.4 : 3.4	1 : 1.6 : 3.4	1 : 1.8 : 3.4	1 : 2.1 : 3.4	1 : 2.4 : 3.3
3/4 to 3 in.	1/2 to 1	1 : 3.2 : 7.1	1 : 3.6 : 7.1	1 : 4.0 : 7.0	1 : 4.6 : 6.9	1 : 5.2 : 6.6
	3 " 4	1 : 2.7 : 6.3	1 : 3.0 : 6.3	1 : 3.4 : 6.3	1 : 4.0 : 6.2	1 : 4.5 : 5.9
	6 " 7	**1 : 2.1 : 5.1**	**1 : 2.4 : 5.2**	**1 : 2.7 : 5.2**	**1 : 3.1 : 6.1**	**1 : 3.5 : 4.9**
	8 "10	1 : 1.4 : 3.8	1 : 1.6 : 3.9	1 : 1.8 : 3.9	1 : 2.1 : 3.9	1 : 2.4 : 3.8

TABLE 4 (*Continued*).—PROPORTIONS FOR 2 000 LB. PER SQ. IN. CONCRETE.

Proportions are expressed by volume as follows: Portland cement: fine aggregate: coarse aggregate.

Thus 1:2.6:4.6 indicates 1 part by volume of Portland cement, 2.6 parts by volume of fine aggregate and 4.6 parts by volume of coarse aggregate.

Size of coarse aggregate	Slump, in inches	SIZE OF FINE AGGREGATE				
		0 – No. 28	0 – No. 14	0 – No. 8	0 – No. 4	0 – 3/8 in.
None..........	½ to 1	1 : 2.2	1 : 2.6	1 : 3.0	1 : 3.5	1 : 4.1
	3 " 4	1 : 1.9	1 : 2.2	1 : 2.6	1 : 3.0	1 : 3.5
	6 " 7	**1 : 1.5**	**1 : 1.7**	**1 : 2.0**	**1 : 2.3**	**1 : 2.7**
	8 "10	1 : 1.0	1 : 1.1	1 : 1.3	1 : 1.6	1 : 1.8
No. 4 to ¾ in...	½ to 1	1 : 2.1 : 3.8	1 : 2.3 : 3.7	1 : 2.6 : 3.5	1 : 3.0 : 3.1	1 : 3.6 : 2.8
	3 " 4	1 : 1.7 : 3.3	1 : 1.9 : 3.2	1 : 2.2 : 3.1	1 : 2.6 : 2.8	1 : 3.0 : 2.4
	6 " 7	**1 : 1.3 : 2.7**	**1 : 1.4 : 2.6**	**1 : 1.7 : 2.5**	**1 : 1.9 : 2.3**	**1 : 2.3 : 2.1**
	8 "10	1 : 0.8 : 1.9	1 : 0.9 : 1.9	1 : 1.0 : 1.8	1 : 1.2 : 1.7	1 : 1.5 : 1.6
No. 4 to 1 in....	½ to 1	1 : 1.9 : 4.5	1 : 2.2 : 4.3	1 : 2.5 : 4.2	1 : 2.8 : 3.9	1 : 3.4 : 3.6
	3 " 4	1 : 1.6 : 3.9	1 : 1.8 : 3.8	1 : 2.1 : 3.7	1 : 2.4 : 3.5	1 : 2.8 : 3.2
	6 " 7	**1 : 1.2 : 3.1**	**1 : 1.3 : 3.1**	**1 : 1.5 : 3.0**	**1 : 1.8 : 2.9**	**1 : 2.1 : 2.7**
	8 "10	1 : 0.7 : 2.2	1 : 0.8 : 2.2	1 : 1.0 : 2.3	1 : 1.1 : 2.1	1 : 1.3 : 2.0
No. 4 to 1½ in..	½ to 1	1 : 1.9 : 5.0	1 : 2.1 : 4.9	1 : 2.4 : 4.9	1 : 2.7 : 4.6	1 : 3.2 : 4.4
	3 " 4	1 : 1.6 : 4.4	1 : 1.7 : 4.3	1 : 2.0 : 4.2	1 : 2.4 : 4.0	1 : 2.7 : 3.8
	6 " 7	**1 : 1.1 : 3.5**	**1 : 1.3 : 3.5**	**1 : 1.4 : 3.5**	**1 : 1.7 : 3.4**	**1 : 2.0 : 3.2**
	8 "10	1 : 0.7 : 2.5	1 : 0.8 : 2.5	1 : 0.9 : 2.5	1 : 1.0 : 2.4	1 : 1.2 : 2.3
No. 4 to 2 in...	½ to 1	1 : 1.7 : 5.8	1 : 1.9 : 5.7	1 : 2.1 : 5.8	1 : 2.4 : 5.6	1 : 2.8 : 5.5
	3 " 4	1 : 1.4 : 5.0	1 : 1.5 : 5.0	1 : 1.8 : 5.0	1 : 2.0 : 4.9	1 : 2.3 : 4.7
	6 " 7	**1 : 1.0 : 4.1**	**1 : 1.1 : 4.1**	**1 : 1.2 : 4.1**	**1 : 1.4 : 4.1**	**1 : 1.7 : 3.9**
	8 "10	1 : 0.6 : 2.9	1 : 0.7 : 2.9	1 : 0.7 : 3.0	1 : 0.8 : 2.9	1 : 1.0 : 2.9
⅜ to 1 in......	½ to 1	1 : 2.2 : 4.4	1 : 2.5 : 4.2	1 : 2.8 : 4.1	1 : 3.3 : 3.8	1 : 3.8 : 3.4
	3 " 4	1 : 1.9 : 3.8	1 : 2.1 : 3.7	1 : 2.4 : 3.6	1 : 2.8 : 3.4	1 : 3.2 : 3.1
	6 " 7	**1 : 1.4 : 3.1**	**1 : 1.5 : 3.0**	**1 : 1.8 : 3.0**	**1 : 2.1 : 2.8**	**1 : 2.4 : 2.5**
	8 "10	1 : 0.9 : 2.2	1 : 1.0 : 2.2	1 : 1.1 : 2.2	1 : 1.3 : 2.0	1 : 1.5 : 1.9
⅜ to 1½ in....	½ to 1	1 : 2.2 : 4.9	1 : 2.5 : 4.8	1 : 2.8 : 4.7	1 : 3.2 : 4.6	1 : 3.7 : 4.2
	3 " 4	1 : 1.9 : 4.3	1 : 2.1 : 4.2	1 : 2.4 : 4.1	1 : 2.7 : 4.0	1 : 3.1 : 3.7
	6 " 7	**1 : 1.4 : 3.5**	**1 : 1.5 : 3.4**	**1 : 1.7 : 3.4**	**1 : 2.0 : 3.3**	**1 : 2.3 : 3.1**
	8 "10	1 : 0.9 : 2.5	1 : 1.0 : 2.5	1 : 1.1 : 2.4	1 : 1.3 : 2.4	1 : 1.5 : 2.3
⅜ to 2 in......	½ to 1	1 : 2.1 : 5.6	1 : 2.3 : 5.5	1 : 2.6 : 5.5	1 : 3.0 : 5.4	1 : 3.5 : 5.1
	3 " 4	1 : 1.7 : 4.8	1 : 2.0 : 4.8	1 : 2.2 : 4.8	1 : 2.5 : 4.7	1 : 2.9 : 4.4
	6 " 7	**1 : 1.3 : 4.0**	**1 : 1.4 : 3.9**	**1 : 1.6 : 3.9**	**1 : 1.8 : 3.9**	**1 : 2.1 : 3.8**
	8 "10	1 : 0.8 : 2.9	1 : 0.9 : 2.9	1 : 1.0 : 2.9	1 : 1.2 : 2.9	1 : 1.3 : 2.8
¾ to 1½ in....	½ to 1	1 : 2.6 : 4.5	1 : 2.9 : 4.5	1 : 3.3 : 4.4	1 : 3.8 : 4.2	1 : 4.3 : 3.9
	3 " 4	1 : 2.2 : 3.9	1 : 2.5 : 3.9	1 : 2.8 : 3.8	1 : 3.2 : 3.6	1 : 3.6 : 3.3
	6 " 7	**1 : 1.6 : 3.2**	**1 : 1.8 : 3.2**	**1 : 2.1 : 3.1**	**1 : 2.4 : 3.0**	**1 : 2.7 : 2.8**
	8 "10	1 : 1.0 : 2.3	1 : 1.2 : 2.3	1 : 1.4 : 2.2	1 : 1.6 : 2.2	1 : 1.8 : 2.1
¾ to 2 in......	½ to 1	1 : 2.5 : 5.2	1 : 2.8 : 5.2	1 : 3.2 : 5.1	1 : 3.6 : 5.0	1 : 4.1 : 4.7
	3 " 4	1 : 2.1 : 4.5	1 : 2.4 : 4.5	1 : 2.7 : 4.4	1 : 3.1 : 4.3	1 : 3.5 : 4.0
	6 " 7	**1 : 1.6 : 3.7**	**1 : 1.8 : 3.7**	**1 : 2.0 : 3.7**	**1 : 2.3 : 3.6**	**1 : 2.6 : 3.5**
	8 "10	1 : 1.0 : 2.6	1 : 1.1 : 2.7	1 : 1.3 : 2.6	1 : 1.5 : 2.7	1 : 1.7 : 2.6
¾ to 3 in......	½ to 1	1 : 2.5 : 6.0	1 : 2.9 : 5.9	1 : 3.2 : 5.9	1 : 3.6 : 5.8	1 : 4.1 : 5.6
	3 " 4	1 : 2.1 : 5.1	1 : 2.4 : 5.2	1 : 2.7 : 5.2	1 : 3.1 : 5.1	1 : 3.5 : 4.9
	6 " 7	**1 : 1.5 : 4.1**	**1 : 1.7 : 4.2**	**1 : 2.0 : 4.2**	**1 : 2.3 : 4.2**	**1 : 2.5 : 4.0**
	8 "10	1 : 1.0 : 2.9	1 : 1.1 : 3.0	1 : 1.3 : 3.0	1 : 1.5 : 3.0	1 : 1.7 : 3.0

TABLE 4 (*Continued*).—PROPORTIONS FOR 2 500 LB. PER SQ. IN. CONCRETE.

Proportions are expressed by volume as follows: Portland cement: fine aggregate: coarse aggregate.

Thus 1:2.6:4.6 indicates 1 part by volume of Portland cement, 2.6 parts by volume of fine aggregate and 4.6 parts by volume of coarse aggregate.

Size of coarse aggregate	Slump, in inches	SIZE OF FINE AGGREGATE				
		0 – No. 28	0 – No. 14	0 – No. 8	0 – No. 4	0 – ⅜ in.
None..........	½ to 1	1 : 1.8	1 : 2.1	1 : 2.4	1 : 2.9	1 : 3.3
	3 " 4	1 : 1.5	1 : 1.8	1 : 2.1	1 : 2.4	1 : 2.8
	6 " 7	**1 : 1.1**	**1 : 1.3**	**1 : 1.6**	**1 : 1.8**	**1 : 2.1**
	8 "10	1 : 0.7	1 : 0.8	1 : 0.9	1 : 1.1	1 : 1.3
No. 4 to ¾ in...	½ to 1	1 : 1.6 : 3.2	1 : 1.8 : 3.1	1 : 2.1 : 3.0	1 : 2.4 : 2.7	1 : 2.9 : 2.4
	3 " 4	1 : 1.3 : 2.8	1 : 1.5 : 2.7	1 : 1.7 : 2.6	1 : 2.0 : 2.4	1 : 2.4 : 2.2
	6 " 7	**1 : 1.0 : 2.2**	**1 : 1.1 : 2.2**	**1 : 1.3 : 2.1**	**1 : 1.5 : 2.0**	**1 : 1.8 : 1.8**
	8 "10	1 : 0.5 : 1.4	1 : 0.6 : 1.4	1 : 0.7 : 1.4	1 : 0.8 : 1.4	1 : 1.0 : 1.3
No. 4 to 1 in....	½ to 1	1 : 1.5 : 3.7	1 : 1.7 : 3.7	1 : 2.0 : 3.5	1 : 2.2 : 3.4	1 : 2.7 : 3.1
	3 " 4	1 : 1.2 : 3.3	1 : 1.4 : 3.2	1 : 1.6 : 3.1	1 : 1.9 : 3.0	1 : 2.2 : 2.7
	6 " 7	**1 : 0.9 : 2.6**	**1 : 1.0 : 2.5**	**1 : 1.1 : 2.5**	**1 : 1.3 : 2.4**	**1 : 1.6 : 2.3**
	8 "10	1 : 0.5 : 1.7	1 : 0.6 : 1.7	1 : 0.6 : 1.7	1 : 0.7 : 1.6	1 : 0.9 : 1.5
No. 4 to 1½ in..	½ to 1	1 : 1.4 : 4.2	1 : 1.6 : 4.1	1 : 1.9 : 4.1	1 : 2.2 : 4.0	1 : 2.5 : 3.8
	3 " 4	1 : 1.2 : 3.7	1 : 1.3 : 3.6	1 : 1.5 : 3.6	1 : 1.8 : 3.5	1 : 2.1 : 3.3
	6 " 7	**1 : 0.9 : 2.9**	**1 : 0.9 : 2.8**	**1 : 1.1 : 2.8**	**1 : 1.3 : 2.8**	**1 : 1.5 : 2.6**
	8 "10	1 : 0.5 : 1.9	1 : 0.5 : 1.9	1 : 0.6 : 1.9	1 : 0.7 : 1.8	1 : 0.8 : 1.8
No. 4 to 2 in...	½ to 1	1 : 1.3 : 4.9	1 : 1.4 : 4.8	1 : 1.6 : 4.9	1 : 1.9 : 4.8	1 : 2.2 : 4.7
	3 " 4	1 : 1.1 : 4.3	1 : 1.2 : 4.2	1 : 1.3 : 4.3	1 : 1.6 : 4.2	1 : 1.8 : 4.1
	6 " 7	**1 : 0.7 : 3.3**	**1 : 0.8 : 3.3**	**1 : 0.9 : 3.4**	**1 : 1.1 : 3.3**	**1 : 1.2 : 3.3**
	8 "10	1 : 0.4 : 2.2	1 : 2.4 : 2.2	1 : 0.5 : 2.2	1 : 0.6 : 2.2	1 : 0.6 : 2.2
⅜ to 1 in......	½ to 1	1 : 1.8 : 3.7	1 : 2.0 : 3.6	1 : 2.3 : 3.5	1 : 2.6 : 3.3	1 : 3.0 : 2.9
	3 " 4	1 : 1.4 : 3.2	1 : 1.6 : 3.1	1 : 1.9 : 2.9	1 : 2.2 : 2.9	1 : 2.5 : 2.6
	6 " 7	**1 : 1.0 : 2.5**	**1 : 1.2 : 2.5**	**1 : 1.3 : 2.4**	**1 : 1.6 : 2.3**	**1 : 1.8 : 2.2**
	8 "10	1 : 0.6 : 1.6	1 : 0.7 : 1.6	1 : 0.8 : 1.6	1 : 0.9 : 1.6	1 : 1.0 : 1.5
⅜ to 1½ in....	½ to 1	1 : 1.7 : 4.1	1 : 1.9 : 4.1	1 : 2.2 : 4.0	1 : 2.5 : 3.9	1 : 2.9 : 3.6
	3 " 4	1 : 1.5 : 3.6	1 : 1.6 : 3.6	1 : 1.8 : 3.5	1 : 2.1 : 3.4	1 : 2 3 : 3.2
	6 " 7	**1 : 1.0 : 2.9**	**1 : 1.2 : 2.8**	**1 : 1.3 : 2.8**	**1 : 1.5 : 2.7**	**1 : 1.8 : 2.6**
	8 "10	1 : 0.6 : 1.9	1 : 0.6 : 1.9	1 : 0.8 : 1.8	1 : 0.9 : 1.8	1 : 1.0 : 1.8
⅜ to 2 in......	½ to 1	1 : 1.7 : 4.7	1 : 1.8 : 4.7	1 : 2.1 : 4.7	1 : 2.4 : 4.6	1 : 2.7 : 4.4
	3 " 4	1 : 1.4 : 4.1	1 : 1.5 : 4.1	1 : 1.7 : 4.1	1 : 2.0 : 4.0	1 : 2.3 : 3.9
	6 " 7	**1 : 1.0 : 3.2**	**1 : 1.1 : 3.2**	**1 : 1.2 : 3.2**	**1 : 1.4 : 3.2**	**1 : 1.6 : 3.1**
	8 "10	1 : 0.5 : 2.1	1 : 0.6 : 2.1	1 : 0.7 : 2.2	1 : 0.8 : 2.2	1 : 0.9 : 2.1
¾ to 1½ in....	½ to 1	1 : 2.0 : 3.8	1 : 2.3 : 3.8	1 : 2.6 : 3.7	1 : 3.0 : 3.6	1 : 3.4 : 3.3
	3 " 4	1 : 1.7 : 3.3	1 : 2.0 : 3.3	1 : 2.2 : 3.2	1 : 2.5 : 3.2	1 : 2.9 : 2.9
	6 " 7	**1 : 1.2 : 2.6**	**1 : 1.4 : 2.6**	**1 : 1.6 : 2.6**	**1 : 1.9 : 2.5**	**1 : 2.1 : 2.3**
	8 "10	1 : 0.7 : 1.7	1 : 0.8 : 1.7	1 : 0.9 : 1.7	1 : 1.1 : 1.7	1 : 1.2 : 1.6
¾ to 2 in......	½ to 1	1 : 2.0 : 4.4	1 : 2.2 : 4.4	1 : 2.5 : 4.3	1 : 2.9 : 4.3	1 : 3.3 : 4.1
	3 " 4	1 : 1.7 : 3.8	1 : 1.9 : 3.8	1 : 2.1 : 3.8	1 : 2.5 : 3.7	1 : 2.8 : 3.6
	6 " 7	**1 : 1.2 : 3.0**	**1 : 1.4 : 3.0**	**1 : 1.5 : 3.0**	**1 : 1.8 : 3.0**	**1 : 2.0 : 2.8**
	8 "10	1 : 0.7 : 2.0	1 : 0.8 : 2.0	1 : 0.9 : 2.0	1 : 1.0 : 2.0	1 : 1.2 : 2.0
¾ to 3 in......	½ to 1	1 : 2.0 : 5.0	1 : 2.2 : 5.0	1 : 2.5 : 5.0	1 : 2.7 : 5.0	1 : 3.2 : 4.7
	3 " 4	1 : 1.7 : 4.3	1 : 1.9 : 4.3	1 : 2.1 : 4.3	1 : 2.4 : 4.3	1 : 2.7 : 4.1
	6 " 7	**1 : 1.2 : 3.3**	**1 : 1.4 : 3.4**	**1 : 1.5 : 3.4**	**1 : 1.8 : 3.4**	**1 : 2.0 : 3.3**
	8 "10	1 : 0.7 : 2.2	1 : 0 8 : 2.2	1 : 0.9 : 2.2	1 : 1.0 : 2.3	1 : 1.2 : 2.3

TABLE 4 (*Continued*).—PROPORTIONS FOR 3 000 LB. PER SQ. IN. CONCRETE.

Proportions are expressed by volume as follows: Portland cement: fine aggregate: coarse aggregate.

Thus 1:2.6:4.6 indicates 1 part by volume of Portland cement, 2.6 parts by volume of fine aggregate and 4.6 parts by volume of coarse aggregate.

Size of coarse aggregate	Slump, in inches	Size of Fine Aggregate				
		0 – No. 28	0 – No. 14	0 – No. 8	0 – No. 4	0 – ⅜ in.
None	½ to 1	1 : 1.5	1 : 1.7	1 : 2.0	1 : 2.3	1 : 2.7
	3 " 4	1 : 1.2	1 : 1.4	1 : 1.7	1 : 1.9	1 : 2.3
	6 " 7	**1 : 0.9**	**1 : 1.0**	**1 : 1.2**	**1 : 1.4**	**1 : 1.6**
	8 "10	1 : 0.5	1 : 0.6	1 : 0.7	1 : 0.8	1 : 0.9
No. 4 to ¾ in.	½ to 1	1 : 1.3 : 2.7	1 : 1.5 : 2.6	1 : 1.7 : 2.5	1 : 1.9 : 2.4	1 : 2.3 : 2.1
	3 " 4	1 : 1.0 : 2.3	1 : 1.2 : 2.2	1 : 1.4 : 2.2	1 : 1.6 : 2.0	1 : 1.9 : 1.8
	6 " 7	**1 : 0.7 : 1.7**	**1 : 0.8 : 1.7**	**1 : 0.9 : 1.7**	**1 : 1.1 : 1.6**	**1 : 1.3 : 1.4**
	8 "10	1 : 0.3 : 1.0	1 : 0.4 : 1.0	1 : 0.5 : 1.0	1 : 0.5 : 1.0	1 : 0.6 : 0.9
No. 4 to 1 in.	½ to 1	1 : 1.2 : 3.1	1 : 1.3 : 3.1	1 : 1.5 : 3.0	1 : 1.8 : 2.9	1 : 2.1 : 2.7
	3 " 4	1 : 0.9 : 2.7	1 : 1.1 : 2.6	1 : 1.2 : 2.6	1 : 1.4 : 2.5	1 : 1.7 : 2.3
	6 " 7	**1 : 0.6 : 2.0**	**1 : 0.7 : 2.0**	**1 : 0.8 : 2.0**	**1 : 0.9 : 1.9**	**1 : 1.1 : 1.8**
	8 "10	1 : 0.3 : 1.2	1 : 0.3 : 1.2	1 : 0.4 : 1.2	1 : 0.5 : 1.2	1 : 0.6 : 1.2
No. 4 to 1½ in.	½ to 1	1 : 1.1 : 3.6	1 : 1.2 : 3.5	1 : 1.5 : 3.5	1 : 1.7 : 3.4	1 : 2.0 : 3.2
	3 " 4	1 : 0.9 : 3.0	1 : 1.0 : 2.9	1 : 1.2 : 2.9	1 : 1.4 : 2.9	1 : 1.6 : 2.7
	6 " 7	**1 : 0.6 : 2.2**	**1 : 0.7 : 2.2**	**1 : 0.8 : 2.2**	**1 : 0.9 : 2.2**	**1 : 1.1 : 2.1**
	8 "10	1 : 0.3 : 1.4	1 : 0.3 : 1.3	1 : 0.4 : 1.4	1 : 0.5 : 1.4	1 : 0.5 : 1.3
No. 4 to 2 in.	½ to 1	1 : 1.0 : 4.1	1 : 1.1 : 4.1	1 : 1.2 : 4.1	1 : 1.4 : 4.1	1 : 1.6 : 4.0
	3 " 4	1 : 0.8 : 3.4	1 : 0.9 : 3.4	1 : 1.0 : 3.5	1 : 1.1 : 3.4	1 : 1.3 : 3.4
	6 " 7	**1 : 0.5 : 2.6**	**1 : 0.6 : 2.6**	**1 : 0.6 : 2.7**	**1 : 0.7 : 2.6**	**1 : 0.9 : 2.6**
	8 "10	1 : 0.2 : 1.6	1 : 0.3 : 1.6	1 : 0.3 : 1.7	1 : 0.4 : 1.7	1 : 0.4 : 1.7
⅜ to 1 in.	½ to 1	1 : 1.4 : 3.1	1 : 1.5 : 3.0	1 : 1.8 : 2.9	1 : 2.1 : 2.8	1 : 2.4 : 2.6
	3 " 4	1 : 1.1 : 2.6	1 : 1.3 : 2.6	1 : 1.5 : 2.5	1 : 1.7 : 2.4	1 : 2.0 : 2.2
	6 " 7	**1 : 0.8 : 2.0**	**1 : 0.8 : 2.0**	**1 : 1.0 : 1.9**	**1 : 1.1 : 1.9**	**1 : 1.3 : 1.8**
	8 "10	1 : 0.4 : 1.2	1 : 0.4 : 1.2	1 : 0.5 : 1.2	1 : 0.6 : 1.2	1 : 0.7 : 1.1
⅜ to 1½ in.	½ to 1	1 : 1.4 : 3.5	1 : 1.5 : 3.4	1 : 1.7 : 3.4	1 : 2.0 : 3.3	1 : 2.3 : 3.1
	3 " 4	1 : 1.1 : 3.0	1 : 1.2 : 2.9	1 : 1.4 : 2.9	1 : 1.6 : 2.8	1 : 1.9 : 2.6
	6 " 7	**1 : 0.6 : 2.2**	**1 : 0.8 : 2.2**	**1 : 1.0 : 2.2**	**1 : 1.1 : 2.1**	**1 : 1.3 : 2.0**
	8 "10	1 : 0.4 : 1.4	1 : 0.4 : 1.4	1 : 0.5 : 1.4	1 : 0.6 : 1.3	1 : 0.7 : 1.3
⅜ to 2 in.	½ to 1	1 : 1.3 : 4.0	1 : 1.4 : 4.0	1 : 1.6 : 4.0	1 : 1.9 : 3.9	1 : 2.1 : 3.8
	3 " 4	1 : 1.0 : 3.4	1 : 1.2 : 3.4	1 : 1.3 : 3.3	1 : 1.5 : 3.3	1 : 1.7 : 3.2
	6 " 7	**1 : 0.7 : 2.6**	**1 : 0.8 : 2.5**	**1 : 0.9 : 2.6**	**1 : 1.0 : 2.6**	**1 : 1.1 : 2.5**
	8 "10	1 : 0.4 : 1.6	1 : 0.4 : 1.6	1 : 0.5 : 1.6	1 : 0.5 : 1.6	1 : 0.6 : 1.6
¾ to 1½ in.	½ to 1	1 : 1.6 : 3.2	1 : 1.8 : 3.2	1 : 2.1 : 3.2	1 : 2.4 : 3.1	1 : 2.7 : 2.9
	3 " 4	1 : 1.3 : 2.7	1 : 1.5 : 2.7	1 : 1.7 : 2.7	1 : 2.0 : 2.6	1 : 2.3 : 2.5
	6 " 7	**1 : 0.9 : 2.0**	**1 : 1.0 : 2.1**	**1 : 1.2 : 2.0**	**1 : 1.4 : 2.0**	**1 : 1.5 : 1.8**
	8 "10	1 : 0.5 : 1.2	1 : 0.5 : 1.3	1 : 0.6 : 1.3	1 : 0.7 : 1.3	1 : 0.8 : 1.2
¾ to 2 in.	½ to 1	1 : 1.6 : 3.7	1 : 1.8 : 3.7	1 : 2.0 : 3.7	1 : 2.4 : 3.6	1 : 2.6 : 3.5
	3 " 4	1 : 1.3 : 3.1	1 : 1.5 : 3.1	1 : 1.6 : 3.1	1 : 1.9 : 3.1	1 : 2.2 : 3.0
	6 " 7	**1 : 0.9 : 2.4**	**1 : 1.1 : 2.4**	**1 : 1.1 : 2.4**	**1 : 1.3 : 2.4**	**1 : 1.5 : 2.3**
	8 "10	1 : 0.5 : 1.5	1 : 0.5 : 1.5	1 : 0.6 : 1.5	1 : 0.7 : 1.5	1 : 0.8 : 1.5
¾ to 3 in.	½ to 1	1 : 1.6 : 4.2	1 : 1.8 : 4.2	1 : 2.0 : 4.2	1 : 2.3 : 4.1	1 : 2.6 : 4.0
	3 " 4	1 : 1.3 : 3.5	1 : 1.5 : 3.6	1 : 1.6 : 3.6	1 : 1.9 : 3.6	1 : 2.1 : 3.5
	6 " 7	**1 : 0.9 : 2.6**	**1 : 1.0 : 2.6**	**1 : 1.1 : 2.6**	**1 : 1.3 : 2.6**	**1 : 1.4 : 2.6**
	8 "10	1 : 0.5 : 1.6	1 : 0.5 : 1.6	1 : 0.6 : 1.7	1 : 0.7 : 1.7	1 : 0.8 : 1.7

APPENDIX I.

STANDARD NOTATION.

All symbols used in the Tentative Specifications for Concrete and Reinforced Concrete have been collected here for convenience of reference. The symbols are in general defined in the text near the point where formulas occur. In a few instances the same symbol is used in two distinct senses; however, there is little danger of confusion from this source.

a = spacing of web reinforcement bars measured perpendicular to their direction (see Section 135);

a = width of face of column or pedestal;

α = angle between inclined web bars and longitudinal bars;

A = total net area of column, footing, or pedestal, exclusive of fire-proofing;

A' = loaded area of pedestal, pier or footing;

A_c = $A\ (1-p)$ = net area of concrete core of column;

A'_c = net area of concrete in columns (total column area minus steel area);

A_s = effective cross-sectional area of metal reinforcement in tension in beams or compression in columns; and the effective cross-sectional area of metal reinforcement which crosses any of the principal design sections of a flat slab and which meets the requirements of Section 156;

A_v = total area of web reinforcement in tension within a distance of a (a_1, a_2, a_3, etc.) or the total area of all bars bent up in any one plane;

b = width of rectangular beam or width of flange of T-beam;

b' = width of stem of T-beam;

b_1 = dimension of the dropped panel of a flat slab in the direction parallel to l_1;*

c = base diameter of the largest right circular cone which lies entirely within the column (including the capital) whose vertex angle is 90° and whose base is 1½ in. below the bottom of the slab or the bottom of the dropped panel (see Fig. 14†);

c = projection of footing from face of column;

C = total compressive stress in concrete;

C' = total compressive stress in reinforcement;

d = depth from compression surface of beam or slab to center of longitudinal tension reinforcement;

d' = depth from compression surface of beam or slab to center of compression reinforcement;

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* In flat slab design, the column strip and the middle strip to be used when considering moments in the direction of the dimension l are located and dimensioned as shown in Fig. 15. The dimension l_1 does not always represent the short length of the panel. When moments in the direction of the shorter panel length are considered, the dimensions l and l_1 are to be interchanged and strips corresponding to those shown in Fig. 15 but extending in the direction of the shorter panel length are to be considered.

† Appendix II, p. 123.

E_c = modulus of elasticity of concrete in compression;
E_s = modulus of elasticity of steel in tension = 30 000 000 lb. per sq. in.
f_c = compressive unit stress in extreme fiber of concrete;
f'_c = ultimate compressive strength of concrete at age of 28 days, based on tests of 6 by 12-in. or 8 by 16-in. cylinders made and tested in accordance with the Standard Methods of Making and Storing Specimens of Concrete in the Field (Appendix XIV*) and the Tentative Methods of Making Compression Tests of Concrete (Appendix XIII*);
f_r = compressive unit stress in metal core;
f_s = tensile unit stress in longitudinal reinforcement;
f'_s = compressive unit stress in longitudinal reinforcement;
f_v = tensile unit stress in web reinforcement;
h = unsupported length of column;
I = moment of inertia of a section about the neutral axis for bending;
j = ratio of lever arm of resisting couple to depth, d;
jd = $d—z$ = arm of resisting couple;
k = ratio of depth of neutral axis to depth, d;
l = span length of beam or slab (general distance from center to center of supports; for special cases, see Sections 108 and 148);
l = span length of flat slab, center to center of columns, in the rectangular direction in which moments are considered;†
l_1 = span length of flat slab, center to center of columns, perpendicular to the rectangular direction in which moments are considered;†
M = bending moment or moment of resistance in general;
M_0 = sum of positive and negative bending moments in either rectangular direction, at the principal design sections of a panel of a flat slab;
n = $\frac{E_s}{E_c}$ = ratio of modulus of elasticity of steel to that of concrete;
o = perimeter of bar;
Σo = sum of perimeters of bars in one set;
p = ratio of effective area of tension reinforcement to effective area of concrete in beams = $\frac{A_s}{bd}$; and the ratio of effective area of longitudinal reinforcement to the area of the concrete core in columns;
p' = ratio of effective area of compression reinforcement to effective area of concrete in beams;
P = total safe axial load on columns whose $\frac{h}{R}$ is less than 40;
P' = total safe axial load on long column;
r = ratio of cross-sectional area of negative reinforcement which crosses entirely over the column capital of a flat slab or over the dropped panel, to the total cross-sectional area of the negative reinforcement in the two-column strips;

* Not reproduced.
† See footnote, p. 116.

r_a = permissible working stress in concrete over the loaded area of a pedestal, pier or footing;
R = ratio of positive or negative moment in two-column strips or one middle strip of a flat slab, to M_0;
R = least radius of gyration of a section;
s = spacing of web members, measured at the neutral axis and in the direction of the longitudinal axis of the beam;
t = thickness of flange of T-beam;
t_1 = thickness of flat slab without dropped panels or thickness of a dropped panel (see Fig. 14*);
t_2 = thickness of flat slab with dropped panels at points away from the dropped panel (see Fig. 14*);
T = total tensile stress in longitudinal reinforcement;
u = bond stress per unit of area of surface of bar;
v = shearing unit stress;
V = total shear;
V' = external shear on any section after deducting that carried by the concrete;
w = uniformly distributed load per unit of length of beam or slab;
w = upward reaction per unit of area of base of footing;
w' = uniformly distributed dead and live load per unit of area of a floor or roof;
W = total dead and live load uniformly distributed over a single panel area;
z = depth from compression surface of beam or slab to resultant of compressive stresses.

* Appendix II, p. 123.

APPENDIX II.

See Appendix I for explanation of symbols used in figures.

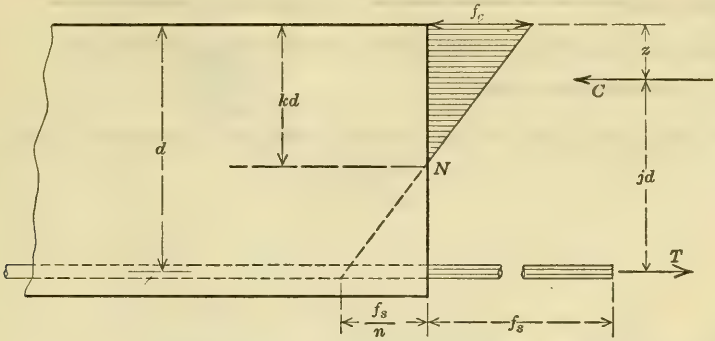


FIG. 1.—NOMENCLATURE FOR CONCRETE BEAM REINFORCED FOR TENSION.

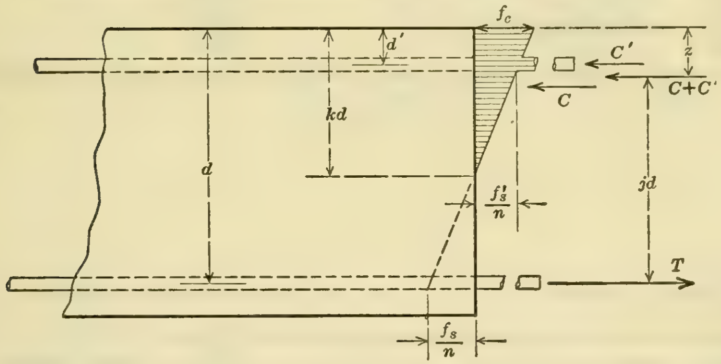


FIG. 2.—NOMENCLATURE FOR CONCRETE BEAM REINFORCED FOR TENSION AND COMPRESSION.

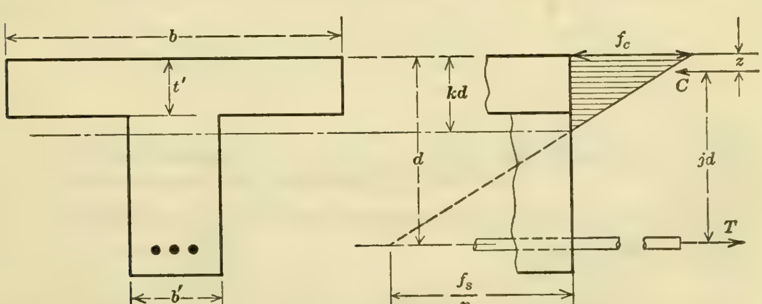


FIG. 3.—NOMENCLATURE FOR REINFORCED CONCRETE T-BEAM.

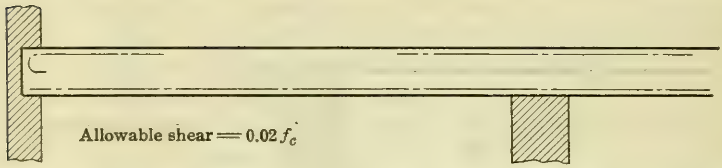


FIG. 4.—TYPICAL REINFORCED CONCRETE BEAM; PRINCIPAL LONGITUDINAL BARS NOT ANCHORED.

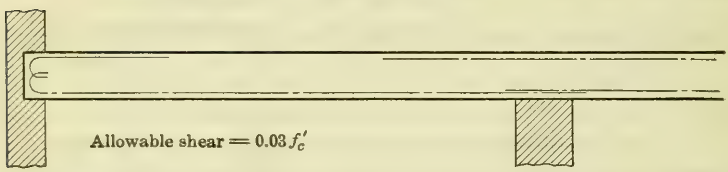


FIG. 5.—TYPICAL REINFORCED CONCRETE BEAM; PRINCIPAL LONGITUDINAL BARS ANCHORED.

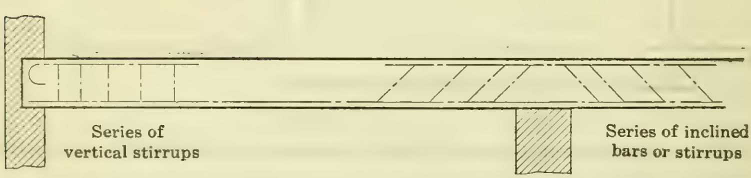


FIG. 6.—TYPICAL REINFORCED CONCRETE BEAM; WEB REINFORCED BY MEANS OF SERIES OF VERTICAL STIRRUPS, OR SERIES OF INCLINED BARS OR STIRRUPS.

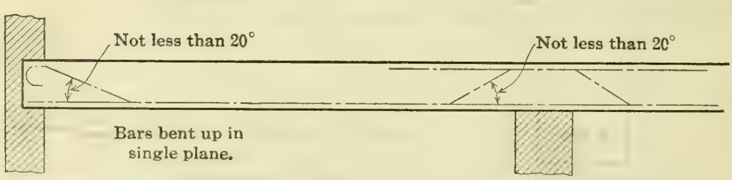


FIG. 7.—TYPICAL REINFORCED CONCRETE BEAM; PRINCIPAL LONGITUDINAL BARS BENT UP IN SINGLE PLANE.

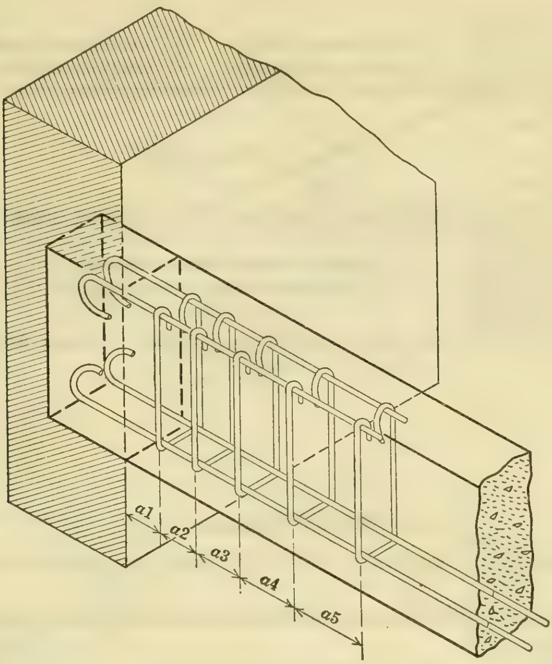


FIG. 8.—TYPICAL REINFORCED CONCRETE BEAM WITH ANCHORED LONGITUDINAL BARS AND VERTICAL STIRRUPS.

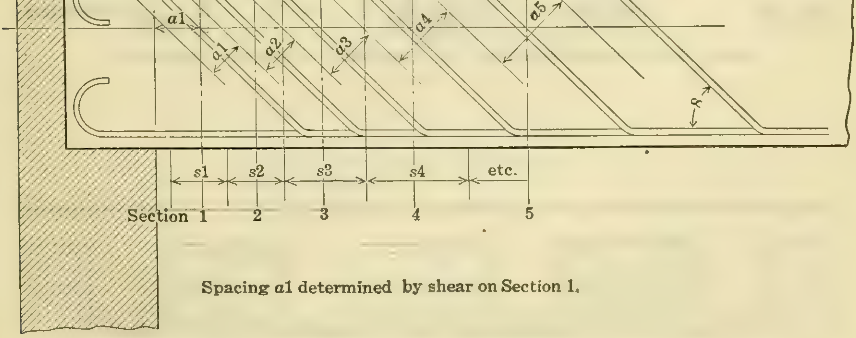


FIG. 9.—TYPICAL BEAM WITH WEB REINFORCED BY MEANS OF SERIES OF INCLINED BARS.

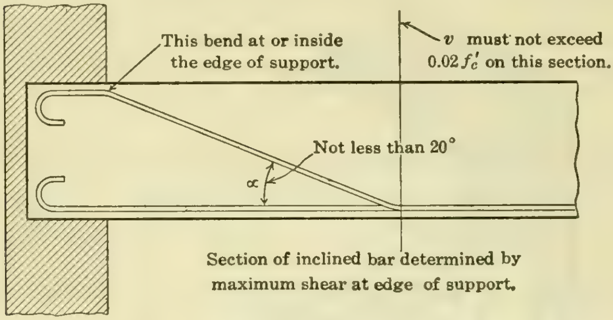


FIG. 10.—TYPICAL BEAM WITH WEB REINFORCED BY MEANS OF BARS BENT UP IN SINGLE PLANE.

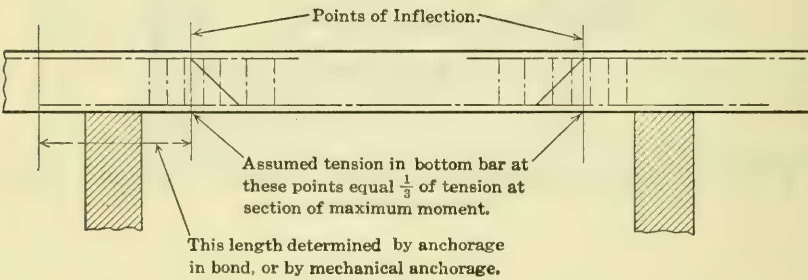


FIG. 11.—TYPICAL WEB REINFORCEMENT FOR CONTINUOUS BEAMS.

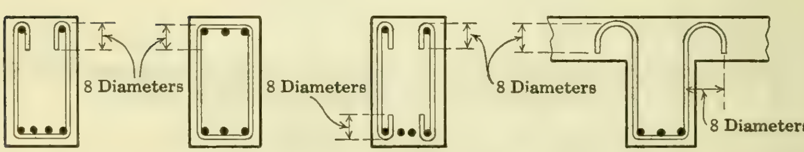


FIG. 12.—TYPICAL METHODS OF ANCHORING VERTICAL STIRRUPS.

FIG. 13.—TYPICAL REINFORCED CONCRETE BEAM-AND-TILE CONSTRUCTION.

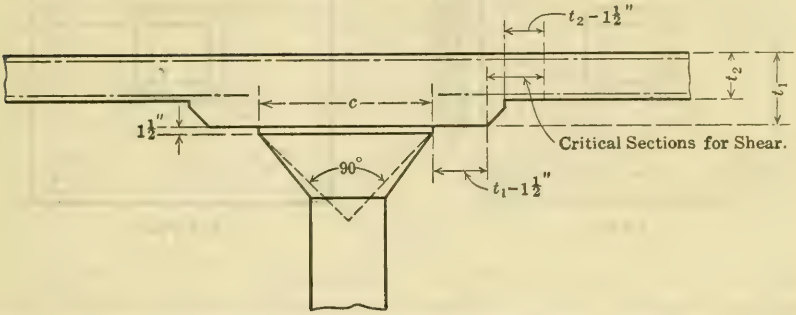


FIG. 14.—TYPICAL COLUMN CAPITAL AND SECTIONS OF FLAT SLAB WITH DROPPED PANEL.

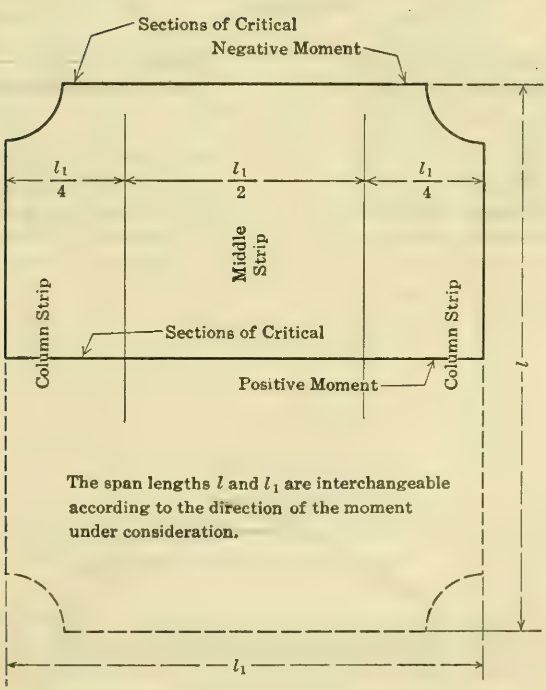
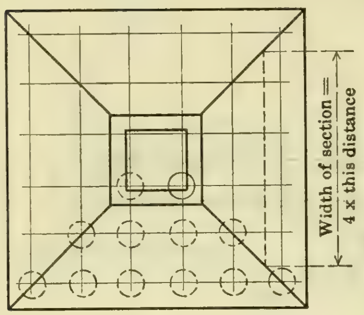
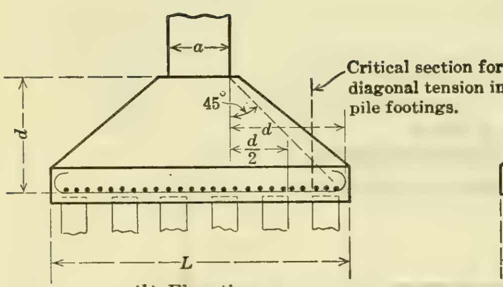


FIG. 15.—PRINCIPAL DESIGN SECTIONS OF A FLAT SLAB.

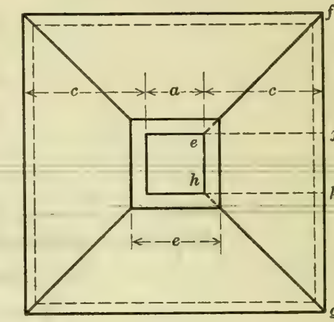


(*a*) Plan

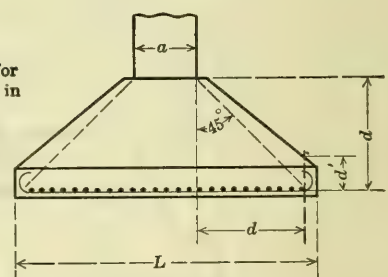


(*b*) Elevation

FIG. 16.—TYPICAL SLOPED REINFORCED CONCRETE FOOTING ON PILES.



(*a*) Plan



(*b*) Elevation

FIG. 17.—TYPICAL SLOPED REINFORCED CONCRETE FOOTING ON SOIL.

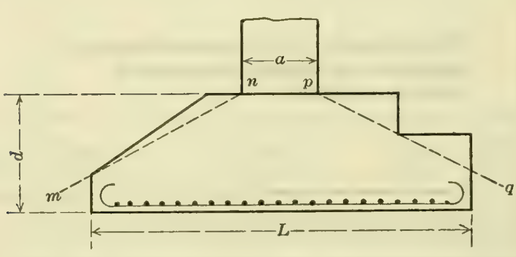


FIG. 18.—TYPICAL SLOPED OR STEPPED FOOTING.

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ODORS AND THEIR TRAVEL HABITS

By Louis L. Tribus,* M. Am. Soc. C. E.

Synopsis.

A famous educator on being asked to explain the term "synopsis" replied by saying that it was an "epitomized exegesis". It is difficult to present a synopsis of this paper, for it is more a rambling collection of notes about "smells", with some incidents illustrating their intensity, prevalence, persistence and movements, than a logical engineering presentation of a definite subject, with conclusions, as a suggested guide to follow. In fact, definiteness as to smells is impossible, even as to any standard of describing them, and the paper makes a point of that fact.

The tolerance of odors given off by essential industries, if due care is taken to reduce offence to the minimum, is considered, the effect of odors upon persons of different susceptibilities is discussed, and the fact that certain races accept as pleasing those odors which produce even disgust in others is noted. Some notes are given in regard to difference of behavior during daylight and night, particularly the curing effect of direct sunlight.

Observed distances of travel of odors are given in numerous instances, and various cases from litigation are reviewed, giving opinions of unnamed experts as to their views upon distances to which odors travel, and the atmospheric conditions under which they become specifically obnoxious.

In general, the types of odors reviewed are those from garbage treatment and sewage disposal works, with some comments upon the production of offensive gases in the preparation of food products, ore and oil refining, etc.

The writer's conclusions are that many engineers ought to give items from their own experiences, so as to provide a reservoir of information that might be helpful in settling various disagreements and even litigation; that chemists might devote more attention to counteractive work; and that some consideration might be given to amendments to public health laws to make possible the stopping of prospective nuisances without having to wait for their actual development before effective action can be taken.

The dweller in the country can generally count on fairly pure air, unrestricted light, good water, and, with a little intelligent care, suitable drainage

* New York City.

and sanitary disposal of wastes. The city or townsman exchanges his freedom from drudgery for a dependence on united efforts to secure the necessities of community life, and encounters thereby many experiences in a lifetime where actual nuisance prevails, detrimental to comfort, if perchance not to health.

Odors (which, when offensive, are usually called "smells") are given off in the conversion of raw materials into food, oils, many metals, gas, and a countless list of articles for human use; and again, through their passage back from such use either to their original or to transformed components.

Some of the objections to such conditions are sentimental rather than strictly justified by nuisance, but the result is the same—vigorous objection giving rise to talk, litigation, and sometimes actual violence.

The personal equation is a strong factor in considering questions of nuisances and their elimination, for there may well be a tolerance bred by acquaintance, or so overwhelming a need for the product, that humanity accepts the conditions without rebellion.

Only recently some of the older children and adults on Barren Island, Brooklyn, N. Y., were asked "What do you most desire?" The response was unequivocal, "Give us back the operation of the garbage plant." With all its atrocious features, it meant employment, money, and upkeep of their homes.

Garbage and Sewage Phases Considered.

This paper presents items chiefly from garbage and sewage phases of the question—for they have come more directly into the writer's purview—and the traveling qualities of odors therefrom, rather than the methods of production.

A point of interest raised, upon which there might be much discussion, is the advisability of making lawful the veto power by Health Commissions or Courts upon projects that practically promise the creation of nuisance, rather than waiting for full construction and actual accomplishment.

So far as "smells" go, there is a wider field for study in counteraction than prevention for; the latter is costly and frequently litigious.

It may be venturesome for an engineer having only an elementary knowledge of the chemical and microscopic constituency of gases and their structure to attempt any characterization of odors (or smells) and their habits of travel. However, having been called at times to make use of nasal, visual and sometimes stomachic susceptibility where questions of nuisance from odors had been raised, the presentation of some notes may be pardoned, in the hope that discussion may bring together more data, crystallization of facts, and agreement as to procedure for the benefit of community welfare.

Mathematical Measurement Impossible.

To begin with, from a mathematical viewpoint the case is hopeless. One cannot say that a particular odor, given off at a specific heat, meeting a certain open air temperature, at a special barometric pressure and known degree of humidity, with a wind blowing just so many feet per second, over a level plain, will be clearly noticeable at a computable distance from its source.

Hence, why should any solution of the case be sought? Simply because odors do travel, and opinions are desired which result very tangibly in settling litigation, where questions of damages and injury to health are at issue.

From an article in *The Lancet* are extracted the following passages:

"If more studied the sense of smell might have been cultivated * * * and the study of odors would have reached a higher plane, though it appears to us the classification of smells must always suffer from the absence of the mathematical analysis capable in optics and acoustics. As it is, in our struggle to describe a smell, we are confined to using such terms as 'peculiar, persistent, pleasing, disagreeable, sour, bad, musty, sickly and so forth'. Now these are all adjectives which give us little enlightenment * * * as compared with color and sound and light mathematical laws. * * * Perhaps sometime smells may be also arranged according to some scale."

The foregoing is quite true; probably six simultaneous observers of six odors, describing them independently, would use not the same six adjectives but at least twelve or fifteen. The real point of importance, however, is the distance that smells travel and their actual effect on human beings.

State Laws Control Nuisances.

State laws usually empower boards of health to control nuisances, nuisances being generally described as "such conditions as offend humanity, either personally or through injury to property, or that may be considered as even detrimental to public health."

Decision is largely dependent on such individual cases as may be in point, and enforcement of restrictions of noisome operations is dependent largely on the locality and the importance to the public of the operation itself. Some trades are essential, yet offensive; they may be tolerated in one place and debarred in another, yet with equal justice.

The second factor of importance brings in the human equation. Some individuals possess a keen sense of smell without effect other than objection to the disagreeable; some are violently affected; others less keenly, although nervously, affected, and in the end seriously so.

The symptoms in most cases are usually loss of appetite, headache, or even nausea.

Some races may not only tolerate but positively enjoy an odor that produces rank disgust in others. All know also that sometimes a whiff of an odor is offensive, while a well saturated atmosphere brings toleration; at other times and more usually the reverse follows, consequently no definite rule could be of universal application.

The Seal and Cod Liver Oil Works of Newfoundland, to the casual visitor, are offensive in the extreme, yet those living near-by become accustomed to the odors, which are typically rancid and more than suggest putrefaction. Fortunately, they do not carry far from the plants, or else become so quickly mixed with the strong ocean air as soon to pass from recognition. They are essential local industries, and hence they are tolerated even if perchance disliked.

Control by Anticipation.

As yet the law does not permit control by anticipation, but actual nuisance must be first produced; then, however, action may be swift and effective. Would it not be wiser, under well safeguarded acts, to permit legal review by boards of health before consent is granted to invest capital, where noisome odors might be anticipated? Of course there are injunction proceedings open to taxpayers, but if State or municipal consent were first required, much litigation might be saved in later complications.

However, legal consents or litigation throw no light on odors traveling, the present point of special interest.

Special Cases Cited.

The writer recalls two cases during his boyhood, one a tomato catsup factory which kept in the open yard several tanks of pulp, just how far advanced in putrefaction and how much was bottled for sale not being of present importance, and the fact is that, although very offensive within 100 ft., the odor could rarely be noted farther away. Operations were closed by order of the health authorities, but on grounds of unsuitable materials rather than general nuisance.

The other case concerned a cream of tartar establishment, where apparently due care was observed in manufacture, yet the vile odors traveled with almost increasingly disagreeable qualities to a distance of at least a mile under almost any atmospheric condition. Here, a shut-down was soon effected on the score of nuisance, though not necessarily directly injurious to public health. The plant was located at the edge of a populous community, and could not be considered an essential industry.

The garbage reduction works on Barren Island (within the Borough of Brooklyn, City of New York) were for years synonymous with stench. Fumes from the retorts and tankage driers passed off in part through the chimneys from which, according to wind and humidity, they traveled 5, 6, or more miles before diffusion and chemical break-up relieved the offense.

These odors, while disagreeable, were not particularly nauseating to most people, and for many years legal actions to end them were not effective. Recently, however, a permanent injunction has been granted. Close to the plant, although intensified, the odors were scarcely more offensive than at considerable distances.

Experience at New Works on Lakes Island.

The great reduction plant built in accordance with many advanced ideas and located on Lakes Island to replace the Barren Island works, for the several months of operation prior to its being closed as a nuisance, gave off gases that persisted in nauseating quality and strength to points 8 and 9 miles away. Rather curiously, although twenty-four hour operations were maintained, these peripatetic smells became more offensive after sundown. Evidently, the sun's rays possessed a deodorizing power which was joyfully welcomed by the burdened population through those months of torment.

Years ago it was discovered, practically by accident, that sunlight streaming into tanks holding tried out seal oil, while going through the curing process, killed in large measure the exceedingly vile odors of decomposition, and thus made life endurable for the workmen.

The odor problems of many cities, aside from offensive trades, are those from garbage works and sewage disposal systems. A great many reams of paper have been covered with lawyers' briefs and thousands of witnesses have been examined in trying to solve the difficulties due to noisome smells; individuals attacking communities and private corporations, and communities attacking each other.

New York Case Against Bayonne, N. J.

A long drawn-out action was that of New York State *vs.* New Jersey, trying to enjoin the passing of corrosive gases and offensive odors from certain great manufacturing plants in Bayonne, N. J. While no summary closure was effected, a very great amelioration was secured. A rather noteworthy step was taken by some of the defendants in gathering the worst gases into two great chimneys, and passing them into the air at a height of 360 ft. or so above ground. While the eye can see the output drifting for several miles, diffusion and perhaps transformation largely occurs before the odorous gases descend to ground level again, unless a strong wind blows them earthward to produce their old-time results of throat and nose irritation (fumes from copper smelting predominate). Such fumes quickly kill vegetation.

Another bitterly resented crop of fumes came from great manufacturing establishments, again along the New Jersey shore, at Edgewater. In spite of the mile of Hudson River water between the shores of what is virtually a great canyon formed by the high banks, residents along Riverside Drive, New York City, and other neighboring streets, were driven almost frantic at times by the peculiar and irritating gases given off in the preparation of certain foods, chemical, and other commercial products.

Here again litigation and pressure have forced great changes for the better, but the point of present importance is not the peculiarities of litigation or the fact that usually such pressure brings some relief, but rather that odors do travel. Of still greater importance is the fact that such odors can usually be anticipated and controlled.

Gas Manufacture Now Inoffensive.

The earlier manufacture of illuminating gas was attended by odors from the wastage of the first output of the retorts and from the usually open tanks of coal-tar and other by-products. Unless disseminated by strong winds these odors did not as a rule make themselves known at great distances, rarely more than ½ mile, but much litigation ensued nevertheless, particularly in Great Britain. At the present, with the use of oil so largely replacing coal in illuminating gas manufacture, there is less of the waste from retorts, and the by-products, having commercial value, are conserved at once for sale.

As a consequence, gas-making has nearly left the ranks of offensive industrialism, barring occasional accidents or carelessness.

In considering odors which give offense to communities, those from fuel consumption are largely ignored, for when serious in nature, it is more because of mixture with unconsumed carbon in the smoke, rather than the irritating or noisome constituents themselves; furthermore, dwellers in cities are so thoroughly saturated with ordinary coal gases as to have largely passed the stage of noticing them, unless they are present in great excess.

Soot as a Nuisance.

The soot elements have been productive of many a strenuous fight, and will still continue to do so until that day comes when, with power plants at the coal mines, electricity will be developed to do much more of its cleanly work in the cities, with the tremendous saving in labor, space, wastes, etc. The imagination could well run riot over the practical advantages of electric power, and with only a trifling betterment in mechanical conditions, the ultimate economies also. Of course, water power converted to electricity will produce the same result.

A public commission in Idaho, not long ago, issued its opinion, after obtaining much testimony, that electricity cannot take the place of the direct use of coal for heating; another body in Ontario came to a somewhat similar conclusion. Positiveness, however, is dangerous and the "cannot" of to-day becomes the "accomplishment" of to-morrow.

Odors Carried Long Distances.

Long before land can be seen from the ship, the peculiar and rather pungent odors of tropical vegetation in the West Indies can be discerned, indicating their travel of 25 or 30 miles at least. The ocean waters themselves may be somewhat responsible, due to stream flow and land washings, but it is atmospheric carriage in largest measure.

That leads to another phase of the subject, where possible absorption of gases by water, with movement to new scenes of activity before final transformation or diffusion of obnoxious elements may tend to a later separation, again of gaseous products, and to the extent of causing a transplaced nuisance. This has been often noted in sewage cases, where volatile elements from treated sewage effluents seem to have been carried in actively flowing streams for considerable distances.

In such cases, however, unless atmospheric conditions are very favorable, these finally liberated gases do not usually travel far from the stream itself. Even in the case of the lower Passaic River, Gowanus Creek, and formerly the Chicago River, the well-known trio of unenviable waters charged to practical saturation with sewage, the odors were not noticeable usually for more than a few blocks away from their banks.

From a recent report of the Albany Sewage Disposal Plant, the following statement is quoted:

"There is practically no nuisance caused by odor from the plant, as it has never been discernible for a greater distance than 300 yd., and then only on muggy summer nights."

Odors from Garbage Treatment and Sewage Disposal.

Returning, however, to the fields in which many communities have a common interest in either providing against prospective nuisances or in curing them when created, namely, garbage transportation and treatment and sewage disposal, a brief word on processes may not be amiss.

In the treatment of garbage, aside from field spreading, three distinct methods are in vogue, each with its strong advocates, and each, of course, with its various modifications:

(*a*) High temperature incineration (1 300° to 2 200° Fahr.) where, under proper operation, no offensive odors pass from the plant except that a slight "caramel" aroma may at times be noted in the fleecy, whitish smoke that comes from the chimney, but scarcely objectionable except to the ultra-sensitive. We do not speak of esthetic objections, but rather of sensatory causes.

(*b*) Reduction by cooking, according to one or another of several processes. To date, except from perhaps very small scale operations, odors are given off from all practicable plants, having quite distinctive characteristics of aroma, persistence in staying qualities, and decided diligence in travel. These have already been referred to in the cases of the Barren Island and Lakes Island plants, of different types; the same conditions prevail at Boston and Cleveland, and perhaps not quite so noticeably, yet actually, at Columbus and Chicago. In the latter case, the situation is such that other kinds of odor-producing establishments are near-by, so that any one is less conspicuous.

(*c*) Transformation by hog feeding. This became during the World War a popular and intensive process and a profitable one, but less so now that the price of pork has dropped back to nearly old-time rates. Properly managed it may not contribute largely to community smells, but in olden days the reputation of hog farms was not enviable, their sweetish and swill odors being distinctly noticeable at considerable distances.

The Lakes Island Case in New York.

The Lakes Island (New York City) reduction case, being quite recent and very hotly contested, might be reviewed at some length, to indicate the lines of thought developed and opinions brought out. It progressed in three stages, as follows:

First.—The objection of residents of the Borough of Richmond, New York City, to having erected within its confines a plant planned to reduce some 2 000 or more tons of garbage a day produced by three of the other boroughs, entailing also the transportation of such garbage on scows closely paralleling for five miles the course of the Municipal Ferry which carried about 45 000 passengers daily, and passing along and within a few hundred feet of some ten miles of Staten Island's water-front.

The State Commissioner of Health held a long series of hearings, calling to sit with him a Professor of Sanitary Engineering of Harvard University and a Deputy State Attorney General. The case was conducted by the District Attorney of Richmond County for the protestants; by an Assistant Corporation Counsel of New York City (defending the contract), and by counsel for the Metropolitan By-Products Company, the prospective erectors and operators of the plant. A great deal of testimony was taken, the hearings extending over many weeks, resulting in a report to the Governor that a nuisance would probably develop, but that until such actually occurred, the State law would not permit action. The Governor instructed the Commissioner of Health to keep close watch, and directed the District Attorney to report also to him at the first indication of trouble, so that he might take summary steps for abatement.

Second.—The residents of Richmond were not satisfied, even though having full confidence in executive intent, and consequently a Special Grand Jury took cognizance of the case and through the District Attorney and special witnesses, became advised of many facts, but again found that limitations of law prevented effective action. The construction of the plant had progressed, however, nearer to completion and early operations fully verified anticipation, that while perhaps possible to operate without offense, it was not practicable so to do. A presentment but no indictment followed.

Third.—The New York City Health Commissioner took a hand, operations on nearly full scale having been undertaken, and after hearing much testimony, expert and lay, very quickly decided that the nuisance was actual, intolerable, and unjustifiable, and forthwith forbade further operations. Combined with this official "order" came bankruptcy of the Company, and the residents were relieved of their troubles.

The odors were of nauseating quality and were seriously offensive at distances of at least eight miles from the plant. The discriminating nose could detect three characteristics in the stench; that of caramel or burning vegetable matter, semi-rancid decomposing swill (combined vegetable and animal elements), and of the solvent (a chemical midway between gasoline and kerosene).

These odors would settle in topographic and atmospheric pockets, and treated the public to many surprises as to their lasting qualities and intensity. The effect on different systems was quite diverse, producing severe headaches in many, nausea in others, lassitude in some, and generally violent wrath in all.

Varying Opinions of Experts.

In the two earlier proceedings the opinions of experts varied widely, several testifying for the Company. The City took the position that odors of rotting garbage, conveyed on open scows, if covered with tarpaulins, could not escape and would not be noticeable more than about 100 ft. away, at worst. Others stated that from the plant built and operated as promised there could be no escape of gases to annoy even visitors to the property.

Theoretically, the last condition should have been true, except for the unloading of the partly decomposed materials. Practically, of course, no

such operations would be carried on as they should be, and hence the conditions that actually developed should have been anticipated, in part at least.

There was much testimony offered as to the prospective and real qualities of the gases to be produced, and as to those actually emanating from the plant. This testimony tended, in weight of opinion, to support the claim of their being detrimental to health, even if not actually or violently poisonous.

There could be no divergence of unbiased opinion as to their injurious effect on real estate values, and as the loaded scows in service were not well covered, all theories as to their agreeable nature were "knocked endwise."

Details of Methods.

As to process, the following may be helpful to an understanding of the situation. The scows holding from 300 to 500 tons of garbage from 2 to many days old were towed from the Bronx, Manhattan, and Brooklyn to and alongside an open wharf at Lakes Island along the west coast of Staten Island, Borough of Richmond, City of New York. Grab buckets lifted the mixture to hoppers from which belt conveyors carried it to the double kettles holding 5 to 6 tons each. Live steam, introduced into the space between the inner and outer kettles, cooked and vaporized the constantly stirred mass. As the watery vapors passed off through a check-valved steam pipe system, solvent was pumped in to digest the grease. After 8 to 12 hours treatment, the dissolved grease was drawn off for settling and barreling. The vapors were supposed to be condensed for recovery of the surplus solvent, and the fairly dry tankage was conveyed to the storehouse, first being roughly screened, to take out such bones and rags as had escaped the pickers while the raw goods were on the first belt conveyors. Cans, glass, table silver, paper, and a multitude of articles were taken out by the human pickers in that stage of the work.

All processes where heat would develop odor were supposed to be closed, but carelessness, leaks, and failure in some features of the plant, permitted the escape of smells that, as a stench, brought catastrophe.

Monticello Sewerage System.

Another recent instance of litigation over odors has grown out of the operation of the Monticello sewerage system. About ten years ago, that village called on the writer's firm to modify, if necessary, and complete the system that had been well started, but whose designing and supervising engineer had died.

As completed, the disposal works occupied a somewhat swampy area of rather tight soil and consisted of three covered sedimentation tanks, four open stone contact beds, and two large open underdrained sand filtration areas, the processes being successive, and operation alternating. The effluent from the underdrains, and from the sludge bed (used about once a year) passed into a brook which a few hundred feet away united with another stream that carried the village street drainage, and a smaller one that also first passed partly through the village.

Tannery sewage, after going through its own detention septic tanks, entered the sewerage system, but apparently did not materially interfere with bacterial action in the disposal works, although it added at times elements of color from waste dyes.

At a distance of ½ mile from the works the combined streams crossed a main highway, near which was a summer boarding house. The owner brought suit for losses of income, charging that odors from the disposal works had driven away the boarders.

The normal effluent from the plant was clear, practically colorless, and almost odorless. The odor could scarcely be noted 50 ft. away, and along the flow line of the brook soon became so mingled with the swamp smell as to be indistinguishable. At times, however, some carelessness of operation or accident, or flood conditions, carried an overflow of liquid from the sand beds into the brook, this liquid being the result of two processes of bacterial break-down. Also, under certain atmospheric conditions, while the twice treated sewage was standing on the sand beds, slowly percolating to the underdrain, odors rose and sluggishly moved over the nearly level valley, then combining with the plaintiff's own cattle and hog yard smells and the natural swamp vapors, produced an unpleasant effect.

A great deal of testimony was taken in the many days given to the trial, tending to substantiate the claim that sewage odors did at times travel the ½ mile or more. Whether such fact could carry financial damages was solely within the province of the Court to say. It was clearly brought out and acknowledged that the plant itself was suitable, and properly installed.

The consensus of testimony was to the effect that atmospheric conditions as to humidity or dryness largely affected the lasting and persistent nature of the odors, and that light winds would carry them to considerable distances, while heavy winds would cause rapid diffusion and soon put them "out of business."

The Court has recently rendered rather an unique decision, awarding $1 200 damages in the $25 000 claims, divided $400 payable by the village, $400 by unknown offenders, and $400 by the plaintiff himself as a contributor to the trouble. The village is also directed to enlarge its plant, so as to more adequately care for the maximum sewage load.

General Testimony on Odors.

Writers have in general expressed themselves rather conservatively, as a rule, when treating the subject of odors, for except when personal experience is available, little that is conclusive has been brought out.

One well known treatise on sewage states that "odors of aerobic treatment are less offensive than from anaerobic." In other words, open-air oxidation gives off less putrid gases than closed bacterial methods. In another passage the same treatise states "fresh sewage on trickling filters is not noticeable over 100 yards away * * *, from septic tanks some one-half mile." Another writer says:

"The odors which arise from decomposing sewage do not cause typhoid fever, or smallpox, or scarlet fever, or any other contagious disease. They may, and often do, reduce the comfort and happiness and, consequently, in a sense, the health of the people subject to them, but it cannot be maintained that they cause serious sickness."

From the testimony of experts in the Lakes Island case, the following brief sentences are quoted:

"Odors travel greatly under light air and high humidity."
"Garbage scow smells are noticeable from one-third to one-half mile."
"Odors travel 3 to 5 miles, increasing with quantity, * * * night travel is more offensive than day."
"Odors carry, say, three miles."
"Odors not so offensive with high winds."
"Barren Island odors are from the drying plant."
"Garbage odors will travel long distances."
"Could not smell plant (garbage) over 500 ft."
"Odors would not carry far."

Two of the Southern States a few years ago fought out very conclusively the principle that people are entitled to fairly pure air, as well as pure water; in that case, the fact of the travel of odors to an offensive degree and unreasonable distance was well established.

Recent Developments.

The phase of the subject considered in this paper is more that of odors which are offensive to people, than gases which cause damage to property. The principle is becoming more and more firmly established that upon the party giving the cause of annoyance devolves the duty of relieving it. In matters of sewage outflow into, and water supply from, the same stream there is a duty charged upon both interests, first to mitigate offense, and second, to prevent danger; the right of drainage is held to be practically equal to the right to a pure water supply, so that treatment works are required to be operated by both parties.

At one time there was a great hue and cry about slaughter-houses in cities, and the offensive smells that came from them and passed liberally through the neighboring community. Many an action was brought to close them, but as a rule the Courts determined that the service was needed by the public, and Boards of Health were instructed to keep very sharp supervision to prevent needless annoyance.

Later, as greater demand developed for cleanliness, slaughter-houses have gradually almost ceased to be offensive. Economic questions also came into the case, for what had once been wasted and allowed to rot and smell, until sporadic house-cleaning was indulged in, became of value as commercial by-products. Blood once passing into sewers goes into feed and fertilizers; hair, hide, bones, horns, etc., all have market uses, and the offal in some measure finds a sale; even considerable imports are brought to the United States of the entrails of animals killed in Japan and China.

To attempt to analyze an odor is hopeless, though it is certainly some form of emanation that has motive power of its own, but when sufficiently

diffused is broken up into elements that cease to have original "personality", yet so long as traces last some characteristics persist.

The writer has visited many garbage treatment works and has noticed the clinging nature of the odors, which have often been retained by the clothing 12 or 15 hours after leaving the plant; this being more noticeable from reduction than from incineration works. This is not indicative so much of traveling capacity, as of the simpler or more homogeneous form of the smell atom; it therefore does suggest a persistent character, hence the ability to make itself known at great distances from the source.

Experiments have been made as to the toxic effect of garbage odors, but not conclusive enough to warrant much discussion.

In the manufacture of linoleum and oil cloths various oils are used which, in changing to fixed forms, give off smells that permeate the air for sometimes several square miles around the plant. The preparation of linseed oil also produces smells that carry considerable distances. In neither of these cases, however, is there a condition that seems to develop unhealthful reactions in humanity.

From the foregoing and similar facts it may be asked, "Should and can odors be classified by any scale of descriptive terms? Can odors be analyzed to discover the atoms that make them agreeable or offensive, and thus find what other atoms may be needed and used to neutralize their influence?"

A homely instance is the cooking of cabbage and its filling a house with the characteristic and not altogether agreeable smell; a little soda in the water in which the cabbage is cooked practically neutralizes the odor without injurious effect. Parasites are grown to kill off other species detrimental to crops. Antidotes for many things that cause trouble are used.

There are, of course, well known germicides, but these are of greater service in arresting or counteracting putrefaction, than in transforming the gases already developed, unless to mix with them and by combination change their identity.

The work to be done may lie more in the field of the chemist, but the causes of many odors occur in the field of the engineer, so that from his knowledge and experimentation also there may come a solution for many a community's fears and discomfort, and prevention of the development of many an actual annoyance.

MEMOIRS OF DECEASED MEMBERS

NOTE.—Memoirs will be reproduced in the volumes of *Transactions*. Any information which will amplify the records as here printed, or correct any errors, should be forwarded to the Secretary prior to the final publication.

DAVID HERBERT ANDREWS, M. Am. Soc. C. E.*

DIED FEBRUARY 24TH, 1921.

David Herbert Andrews was born on September 17th, 1844, at Pepperell, Mass., where his father, the Rev. David Andrews, was minister of the Congregational Church.

In early life, Mr. Andrews, being inclined to mechanical pursuits, found employment in the machine shops of Fitchburg and Worcester, Mass. Believing that a college education would help him in his chosen line, he prepared himself by night study to enter the Chandler School of Science and the Arts connected with Dartmouth College, Hanover, N. H., and was graduated therefrom in 1869 with the degree of Bachelor of Science. In 1908, the Honorary Degree of Master of Arts was conferred on him by that institution. In 1896, he was made a member of the Board of Visitors of the Chandler School Foundation, which position he filled until his death.

After his graduation, Mr. Andrews taught Mechanical Drawing in a night school at Fall River, Mass., and, later, in 1871, entered the service of the National Bridge and Iron Works, at East Boston, Mass., as Engineer. In this capacity he began a career notable for its part in developing the art of construction in iron and steel, at that time in its infancy. As one of the pioneers in this line, his natural talent for invention, his painstaking thoroughness, his industry, good judgment, and courage, helped him greatly in entering a field that was new to the Profession, using new materials, requiring new machines for fabrication, and new methods and appliances for erection. These pioneers were called on to design as well as to build, and they developed the theory as well as the practice of Structural Engineering in the United States.

About 1872, the National Bridge and Iron Works built the train-shed roof at its Boston Terminal for the Boston and Lowell Railroad Company. This roof consisted of braced arches of 116 ft. clear span and 63 ft. clear height at the crown, with framed purlin trusses and I-beam rafters. After forty-eight years of service, it was removed in 1920. The design was made by Mr. Andrews and, as the graphical method of determining stresses in braced arches had not been developed in this country at that time, he devised a scheme for making the necessary computations by studying the effect of a system of weights hung over sheaves on a catenary chain. The building of this roof caused considerable interest in engineering circles at the time, and the structure when built was the most noted of its kind in the country.

The National Bridge and Iron Works met with financial difficulties, and, in 1876, its affairs were wound up by Receivers. Mr. Andrews bought such tools and machinery from the Receivers as he deemed advisable, being

* Memoir prepared by J. P. Snow, M. F. Brown, and John C. Moses, Members, Am. Soc. C. E.

obliged to borrow most of the capital therefor, and set up a plant, under the name of the Boston Bridge Works, at East Cambridge, Mass. As sole proprietor of the enterprise, he proved himself a business man of great ability, soon achieving financial success as well as a wide reputation for the good workmanship of his structures, a large proportion of which were also designed by him and his engineers. This reputation and success was founded on his industry, strict attention to business, and to the confidence that he inspired in every one—employees, capitalists, supply firms, and customers—of his entire reliability and strict integrity.

A list of the work done during the first twenty years of his company's existence would comprise most of the railroad and highway bridges of New England and a considerable number in other parts of the United States. The first steel buildings in Boston would also be included. Mr. Andrews' talent for invention produced the first derrick car for bridge erection, in the early Eighties, and a new type of locomotive turntable which is still in wide use. In 1896, his plant was completely destroyed by fire, but, not discouraged, he immediately started plans to rebuild, and after personally making a study of the best plants in the country, he designed his new factory and supervised its construction in every detail. In 1901, he incorporated The Boston Bridge Works, continuing as its President until his death and being succeeded in that office by his son, John G. Andrews.

Mr. Andrews' professional and business life covered a period of fifty years, during which time the use of iron and steel increased vastly. It required courage and industry, technical skill, and practical common sense to succeed in the early days, and this record is made as an example and encouragement for those who now take up the work that has been begun for them.

Mr. Andrews served as Chairman of the Chelsea School Board during his residence in that city. He moved to Newton Center, Mass., in 1890 and took an active part in the church and civic affairs of that community. He was elected a member of the Boston Society of Civil Engineers in 1881, and was a member of the Engineers' Club of Boston. He was also a member of the American Society of Mechanical Engineers, the Boston City Club, and of other civic and social organizations.

Mr. Andrews was married in 1872 to Miss Clara Gilbert, of Concord, N. H., who survives him, together with a daughter and three sons, two of the latter having been long associated with their father in his business.

Mr. Andrews was elected a Member of the American Society of Civil Engineers on September 2d, 1885.

GEORGE PIERREPONT BLAND, M. Am. Soc. C. E.*

Died April 18th, 1921.

George Pierrepont Bland was born in Roxborough, Philadelphia, Pa., on December 30th, 1851. He received his early education at the public schools

* Memoir prepared from information furnished by Dr. Henry S. Drinker, President Emeritus, Lehigh University, South Bethlehem, Pa., and on file at the Headquarters of the Society.

of that place, after which he entered Lehigh University and was graduated from that institution, with the Class of 1872, with the degree of C. E.

Immediately after his graduation from Lehigh, Mr. Bland entered the employ of the Pennsylvania Railroad Company, under the late Joseph M. Wilson, M. Am. Soc. C. E., then Engineer of Bridges and Buildings, and was engaged in office work incidental to the design, erection, etc., of the bridges used on its main line and branches.

In 1876, Mr. Bland accepted an appointment as Engineer for Cofrode and Saylor (The Philadelphia Bridge Works), a bridge-building firm, at Philadelphia, Pa. Subsequently, he entered the general contracting business under the firm name of Gibson and Bland which, later, became Bailey, Milliken and Bland.

In 1895, Mr. Bland organized and established the Keystone Structural Company, the fabricating shops of which are located at Royersford, Pa. As President of this Company, he had offices in Philadelphia where he attended to the making of contracts and the designing and detailing of structural steelwork for buildings, bridges, etc., continuing as the active head of the business until his sudden death from angina pectoris on April 18th, 1921.

Mr. Bland was married on February 3d, 1875, to Miss Alice A. McCalla, who, with one daughter and two sons, survives him.

While at Lehigh he was noted as one of its most brilliant students and was generally liked and esteemed. As an alumnus, he was always interested in University affairs and responded liberally to calls for support and aid.

Mr. Bland's tastes were markedly scientific, and during his life he was rarely without some mathematical work which he used mainly as a recreation from professional and business cares. Although he was a good executive and managed his business with care and skill, he was primarily a student, which trait had developed more and more during the later years of his life.

In disposition, Mr. Bland was retiring, and although he was sufficiently aggressive to conduct his business successfully, he was by no means what is called a good "mixer"; after his early friends and comrades had passed away, he did not easily form other friendships, and his new connections were usually of a business nature.

Mr. Bland was elected a Junior of the American Society of Civil Engineers on April 7th, 1875, and a Member on May 4th, 1881.

ALFRED PANCOAST BOLLER, M. Am. Soc. C. E.*

Died December 9th, 1912.

Alfred Pancoast Boller was born in Philadelphia, Pa., on February 23d, 1840. His early education was received at the Episcopal Academy of his native city, followed by his graduation, with the degree of A. B., from the University of Pennsylvania in 1858. He then entered Rensselaer Polytechnic Institute from which he was graduated with the degree of C. E., in the Class of 1861. It is interesting to note that among his classmates at Rensselaer

* Memoir prepared by S. Whinery, M. Am. Soc. C. E.

were Estevan A. Fuertes, M. Am. Soc. C. E., William L. Haskins, Robert Neilson, M. Am. Soc. C. E., T. Guilford Smith, M. Am. Soc. C. E., and William N. Simmington, all of whom are now dead.

Soon after his graduation, Mr. Boller began his engineering career as a Rodman on the Nisquehoning Railroad, advancing to the positions of Instrumentman and Topographer. In the latter capacity, he made an elaborate survey and map of the middle and southern anthracite coalfields for the Lehigh Coal and Navigation Company, and, in 1862, was employed on the repairs to the Company's Canal, following the great flood that damaged and destroyed parts of it.

In 1863, he entered the service of the Philadelphia and Erie Railroad Company, in the Department of Bridges and Buildings, and from this period he turned his attention chiefly to structural engineering. During this engagement he was detailed to inspect and report on the harbor facilities of various cities on the Great Lakes, with reference to proposed harbor improvements at Erie, Pa.

In the summer of 1865, Mr. Boller was in charge of the construction of a suspension highway bridge at Williamsport, Pa. In the spring of 1866 he was appointed Engineer of Bridges on the Atlantic and Great Western Railroad and, during this engagement, planned the Cattaraugus Viaduct and an international bridge over the Niagara River at Black Rock, N. Y. After the failure of this railroad enterprise, he became, in the fall of 1866, Chief Engineer of the Hudson River Railroad, but resigned after about six months to associate himself with Samuel Millikin as Agents of the Phœnix Iron Company. During the four years of this partnership, Mr. Boller was connected, either as Engineer or Contractor, with a number of enterprises, among which were the Bridgeport Bridge, the construction of Piers 38 and 39 on the North River, and the design of the St. John's Park Station, of the New York Central and Hudson River Railroad, in New York City.

In the summer of 1871, he accepted the position of Vice-President and Engineer of the Phillipsburg Manufacturing Company, engaged in the design and construction of bridges and other structural iron work, serving in that capacity until its failure in the panic of 1873. During his connection with this Company, he designed and supervised the construction of a number of railroad and highway bridges and other structures, among the former being the Park Avenue Bridge over the Morris Canal at Newark, N. J., which had some novel features, described in a paper presented before the Society.* Following the collapse of the Company, he served as Chief Engineer of the Manhattan Elevated Railroad, the Yonkers Rapid Transit Commission, and the West Side and Yonkers Railroad.

In 1874, he opened an independent office in New York City and soon acquired a large and important professional practice, which he continued until his death, which occurred at his home in East Orange, N. J., on December 9th, 1912.

Among the more notable enterprises on which Mr. Boller was engaged may be mentioned: the Staten Island Rapid Transit Railroad; the New York,

* *Transactions*, Am. Soc. C. E., Vol. II (1873), p. 379.

Providence and Boston Railroad; the Thames River Bridge, involving difficult and novel foundation work and approaches; Consulting Engineer to the Department of Parks and to the Department of Public Works, New York City; to the Rapid Transit Commission (New York City) of 1884; to the contractors for the foundation of the Statue of Liberty, New York Harbor; the Albany and Green Bush Bridge; the West Side and Yonkers Railroad, including the Eighth Avenue Bridge over the Harlem River, New York City; the bridges for the New York Central and Northern Railroad over the Bronx River and at Croton Lake*; the Congress Street Bridge at Troy, N. Y.; the Eastern Avenue Draw Bridge at Boston, Mass.; the Harlem River Bridge at 155th Street and Seventh Avenue (more commonly known as the Central or Macomb's Dam Bridge), New York City; the Arthur Kill Bridge, New York City; and the bridge over the St. Louis River, at Duluth, Minn. Mr. Boller was also a member of contracting firms for the construction of the Bergen County Branch of the Erie Railroad, and the foundations for the great gas tanks of the Bay State Gas Company, at Boston, Mass.

For a number of years, he was the Consulting Engineer for the various projects and improvements of the Lake Superior Company, at Sault Ste. Marie in Canada and Michigan. He was retained, in a number of cases, as Consulting Engineer by the United States Government and by the State of New York. He also acted as Consulting Engineer on a number of very deep and difficult building foundations in New York City.

In 1898, Mr. Boller formed a partnership with the late Henry M. Hodge, M. Am. Soc. C. E., under the firm name of Boller and Hodge and, in 1912, Howard C. Baird, M. Am. Soc. C. E., who had been connected with the work of the office for some time, was admitted to the firm, which then became Boller, Hodge and Baird, Mr. Boller continuing as the senior member.

Under the first named firm, the bridge over the Arkansas River at Little Rock, Ark., was designed and built, as well as the important bridge over the Monongahela River and that over the Ohio River at Mingo Junction for the Wabash Railroad, at Pittsburgh, Pa.; and the bridges for the Algoma Central Railroad in Canada, the Municipal Bridge over the Mississippi River at St. Louis, Mo., the State Bridge over the Connecticut River at Saybrook, Conn., and a number of bridges for the City of New York, were designed. In 1907, the firm was appointed as Consulting Engineers to the Joint Commission of the States of New York and New Jersey to report on plans for interstate bridges over the Hudson River at New York City. The firm also acted as Consulting Engineers on the steel framework for the Singer Building and the Metropolitan Life Building, in New York City. During this period, Mr. Boller served as Consulting Engineer on the new masonry arch bridge at Hartford, Conn., which was completed in 1907, and is commonly considered to be the finest example in America of the stone arch bridge.

Under the firm of Boller, Hodge, and Baird, construction work on a number of the previously named structures, including the Municipal Bridge at St. Louis, was prosecuted, and the bridge over the Connecticut River at East Haddam, Conn., and the concrete bridge over the Hillsborough River

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* *Transactions*, Am. Soc. C. E., Vol. XI (1882), p. 150.

at Tampa, Fla., were designed and built. Mr. Boller and his firm acted as Consulting Engineers for the National Railways of Mexico and designed bridges for railroads in South and Central America, Cuba, the Philippines, and Haiti, as well as many minor railroad and highway bridges in the United States.

Mr. Boller was recognized as standing in the front rank of structural engineers and as an expert in bridge engineering. Familiar with the technical side of the art and science, he was especially noted for his practical good sense and sound judgment. Not a few of his bridges were characterized by their originality and boldness of design. The draw-span of the Thames River Bridge, 503 ft. in length, and weighing 1 200 tons, was the longest attempted until that time. Another remarkable structure, the great viaduct (or Central Bridge) over the Harlem River at 155th Street, New York City, 4 500 ft. long, costing over $2 000 000, and having a draw span weighing 2 400 tons, was stated at the time to be the heaviest movable mass in the world. The channel span of the Municipal Bridge over the Mississippi River at St. Louis, Mo., was at the time it was designed the longest fixed truss span in the world, 670 ft. between centers of piers. To the great advances made in bridge design and construction during his professional life, Mr. Boller contributed his full share. He was the author of a small book, published in 1876, entitled "Practical Treatise on the Construction of Iron Highway Bridges, for the Use of Town Committees." This book was chiefly intended for the information and assistance of municipal officials in that line of their duties.

Mr. Boller was especially well qualified by natural endowments, culture, and training for his vocation. His mind was keen, logical, and persistent. His judgments and opinions were the result of careful and deliberate consideration, rather than of hasty impulse or impression. He had an intuitive sense of, and fondness for, the artistic, and one of his leisure diversions was the sketching in water-colors of landscapes, at which he was notably successful for an amateur. His appreciation of architectural symmetry had a marked influence on his bridge designs, his constant effort being to combine technical principles and practical utility with symmetrical and pleasing outlines. Notable examples of his success in these efforts are the 155th Street Bridge in New York City and the Hartford Bridge.

He was married on April 28th, 1864, to Katharine, daughter of William Henry Newbold, of Philadelphia, Pa. Mrs. Boller and three sons and two daughters survived him.

Mr. Boller was an exemplary citizen. For fifty years, his home was in a suburb of New York City which grew, in that time, from a mere village to an important suburban city, and in the inception and development of its public works and civic enterprises he took a keen interest, and his counsel and aid were always sought and freely given. As the first President of the first Shade Tree Commission in the State, he organized it on an efficient and successful basis. Few civic organizations or enterprises were considered complete without his name and influence. For a long period he was a member and influential Vestryman of Grace Protestant Episcopal Church, one of the leading churches of the vicinity.

In his relations with his fellow engineers and associates, Mr. Boller was courteous, considerate, and helpful, particularly to the younger members of the Profession, many of whom remember with gratitude the aid and encouragement extended to them.

In business matters he was diligent and efficient, and especially careful to be just and fair to every one.

No term seems so fittingly to describe his personal character and social qualities as the word lovable. His fondness for, and his devotion to, his home and his family were notable traits in his character.

He was active in the organization of the American Institute of Consulting Engineers, serving two terms as its first and second President. He was also a member of the Institution of Civil Engineers, and belonged to the Century Club and to other clubs in New York City and vicinity.

Mr. Boller was elected a Member of the American Society of Civil Engineers on December 4th, 1867, soon after its resuscitation and reorganization, following the Civil War. He served as its Secretary, without compensation, in 1870-71, as a Director in 1872, and as a Vice-President in 1911-12, his death occurring during his term of office. He was a member of the Special Committee on the Means of Averting Bridge Accidents (1873) and of the Special Committee on Steel Columns and Struts (1909). He took an active interest in the affairs of the Society, contributed several papers to its *Transactions,* and frequently took part in the discussion of professional subjects.

Mr. Boller's long and busy life exemplified the best traits of American manhood and citizenship. As an engineer, not many have contributed more to the usefulness, dignity, and honor of the Profession.

ISAAC WENDELL HUBBARD, M. Am. Soc. C. E.*

Died December 5th, 1920.

Isaac Wendell Hubbard, the son of Mark C. and Marian (Wendell) Hubbard, was born on October 24th, 1872, at Greensboro, N. C. He was educated at the public schools of Philadelphia, Pa., Pennington Seminary, and by private tutors.

In 1890, he entered the service of the City of Philadelphia, in the Bureau of Surveys, where he remained for ten years under the late Samuel L. Smedley, M. Am. Soc. C. E., and his successor, George S. Webster, President, Am. Soc. C. E., Chief Engineer. During this time he was engaged on property surveys, on work in connection with the piers and abutments of the Philadelphia and Reading Elevated Railroad, and on the Pennsylvania Avenue Subway and Tunnel. On the completion of the Pennsylvania Avenue Subway, Mr. Hubbard was assigned to the work of making hydrographic surveys of the Delaware and Schuylkill Rivers, removing Schooner Ledge Rock, and other work in connection with port and harbor improvement.

In 1900 he became a partner of Mr. J. Orie Clarke, under the firm name of Clarke and Hubbard. The firm conducted a general engineering practice for

* Memoir prepared by P. Berg, Esq., Philadelphia, Pa.

three years, when the partnership was dissolved and Mr. Hubbard became for a time Engineer of Construction for Ryan and Kelley on the Low Grade Freight Line of the Pennsylvania Railroad at Herrville, Pa. This was a heavy piece of work, involving 80-ft. embankments and masonry bridge construction, and Mr. Hubbard had about 800 men under his direction. On the completion of this contract, in the early part of 1904, he became a partner of Marshall R. Pugh, M. Am. Soc. C. E., under the firm name of Pugh and Hubbard, Civil and Sanitary Engineers, the partnership continuing until the outbreak of the World War in 1917. At that time the senior partner went to France as Major of Engineers, and Mr. Hubbard, after a short period as Superintendent of the Emmons Coal Mining Company, entered the service of the Government as Senior Engineer, Division of Shipyard Plants, U. S. Shipping Board Emergency Fleet Corporation.

During the period from 1900 to 1917, Mr. Hubbard was engaged on the surveys, location, and supervision of roads at Valley Forge Park, Pennsylvania, for the Valley Forge Park Commission; factory building (slow-burning construction) for the H. O. Wilbur Company; surveys, plans, and supervision of a Licorice Manufacturing Plant, at Camden, N. J., which included dredging, bulkheads, wharves, and factory buildings; topographical surveys and development of extensive tracts of land on Long Island and elsewhere; and engineering and location of a great number of interurban trolleys in New Jersey, Pennsylvania, and Ohio.

Becoming interested in contracting and, subsequently, in quarrying, he had charge of a large number of important pieces of work. He was President of the Main Line Stone Company, which operated several quarries and engaged in a general contracting business. Real estate development, construction of roads, concrete, water-bound, and bituminous macadam highways, trolley lines, water-works and sewers, were among his activities.

Mr. Hubbard's duties with the U. S. Shipping Board Emergency Fleet Corporation were administrative, and covered the supervision of plant improvements financed by the Fleet Corporation; review of proposed plant extensions; the amount of money to be expended on such improvements; the policies to be followed; and, finally, the allocation of concrete shipyards.

Leaving the employ of the Government in April, 1920, he became Engineer for the Union Petroleum Company, having charge of the plant construction at Clarendon, Pa., involving an expenditure of $500 000, and at Marcus Hook, where a lubricating plant was erected, consisting of concrete buildings, 525 ft. of bulkhead, and a large amount of tankage, involving an expenditure of $1 000 000. He organized the force and had entire charge of the work at both these places, and also at a plant for the same company at New Orleans, La., costing $500 000.

Mr. Hubbard was a man of tremendous energy, and whatever he undertook he pushed with the greatest vigor. He was a member of St. Paul's Presbyterian Church, West Philadelphia, Pa., and was very active in church affairs. He was also a member of Conrad B. Day Lodge No. 645, F. and A. M., and of St. John's Chapter No. 232, Royal Arch Masons, and of the Engineers' Club of Philadelphia.

On October 5th, 1899, Mr. Hubbard was married to Miss Cecelia McCorkell, who survives him. He also leaves two children, a son and a daughter.

Mr. Hubbard was elected an Associate Member of the American Society of Civil Engineers, on March 1st, 1905, and a Member on January 4th, 1910.

EUGENE WILLETT VAN COURT LUCAS, M. Am. Soc. C. E.*

Died March 8th, 1921.

Eugene Willett Van Court Lucas was born in Mount Vernon, N. Y., on December 21st, 1864. He was appointed to the United States Military Academy in 1883 and was graduated therefrom in 1887. Lieut. Lucas was first assigned to the Artillery, but, in 1888, was transferred to the Engineer Corps of the Army.

After spending two years (1888-90), at the Engineer School of Application, at Willets Point, N. Y., he was detailed as Assistant Instructor in Practical Military Engineering at the U. S. Military Academy until 1892. From 1892 to 1898, he had charge of various engineering works having to do with rivers and harbors and fortifications in North and South Carolina and at Willets Point, N. Y. As Major, U. S. Volunteers, during the war with Spain, he served as Chief Engineer of the 2d Division, 4th Army Corps, in the camps at Tampa and Fernandina, Fla.; as Chief Engineer of the 3d Division, 2d Army Corps, in the camp at Athens, Ga.; and as Chief Engineer of the 2d Army, at Greenville, S. C. Maj. Lucas was honorably discharged from the Volunteer Service on March 2d, 1899.

On his return to his work with the Corps of Engineers, U. S. Army, he was detailed in charge of the North Carolina Fortification and River and Harbor District, with headquarters at Wilmington, N. C., and on the Mississippi River improvements until January 1st, 1906, when he resigned from the service.

After his resignation from the Army, Maj. Lucas became interested in hydraulic projects in the South. Early in 1913, in connection with the late Col. Thomas W. Symonds, U. S. A., Retired, he was appointed by Governor Sulzer as Consulting Engineer for the State of New York on the construction of the State Barge Canal, and continued on this work until 1915. In the turmoil that developed in the State and continued through the term of office of Governor Sulzer, which term ended in his impeachment and removal from office, Col. Lucas performed the duties of his position with marked engineering ability, entirely devoid of the slightest political bias; under the circumstances this was no easy task and will ever remain to his credit as showing that, in the conduct of his work, he operated solely from the point of view of an engineer responsible to the public, as opposed to the exploitation of the State for personal gains.

In 1912, he was appointed Chief of Engineers of the New York State National Guard, and, later, was assigned to the command of the Twenty-

* Memoir prepared by John A. Bensel, Past-President, Am. Soc. C. E.

second Engineers. In 1916, Col. Lucas went to the Mexican border with this regiment and following its return to New York he retired from the State service.

In 1917, when the United States entered the World War, Col. Lucas again entered the service—a volunteer—as Lieutenant Colonel of the 304th Engineers. He was commissioned as Colonel of the 66th Engineers and assigned to command Camp Laurel, Maryland, in 1918. He was relieved from this duty and ordered to a United States Hospital where he remained until the cessation of hostilities.

Col. Lucas did not resume the active practice of his profession after the World War; he had become interested in some projects in the Southern States which ended rather disastrously, so far as his personal interests were concerned, and cast a cloud over the last year of his life. In this trouble he had the sympathy of those who were permitted within a very reserved exterior. His life was one of accomplishment, both as a military and as a civil engineer, and in his death, which occurred on March 8th, 1921, his professional friends will miss one who throughout his life acted with a high conception of his duty as an engineer and a gentleman.

Col. Lucas is survived by two sons, E. W. Van C. Lucas, Jr., and John D. Lucas. His wife, who was Miss Agnes Daniel, of Wilmington, N. C., died on January 29th, 1916.

Col. Lucas was elected a Member of the American Society of Civil Engineers on April 3d, 1895.

WILLIAM LUDLOW, M. Am. Soc. C. E.*

Died August 30th, 1901.

William Ludlow, the second son of William Handy Ludlow and Frances Louisa (Nicoll) Ludlow, was born at Riverside, Islip, Long Island, N. Y., on November 27th, 1843. He came from distinguished ancestry, having been a direct descendant of Roger Ludlow who was appointed by Oliver Cromwell as Lieutenant Governor, in turn, of Massachusetts and Connecticut, and the first of his family to settle in America. His great-grandfather was an Aide on General Washington's staff, and his father served during the Civil War, having been mustered out with the brevets of Brigadier General and Major General, and subsequently was Speaker of the Assembly of the State of New York. His mother was descended from William Nicoll, who settled at Islip on land granted by Charles II in 1683, and who was the first Royal Secretary of the Colony after its transfer by the Dutch.

William Ludlow received his early education at home, having been tutored by the Rev. Henry M. Davis, the rector of St. John's Protestant Episcopal Church at Islip. In 1853, he was sent to Burlington Academy, Burlington, N. J., and, later, to the University of the City of New York, where he was the recipient of the scholarship presented to the family in recognition of

* Memoir compiled from information supplied by Maj. Gen. William M. Black, U. S. A. (*Retired*), M. Am. Soc. C. E., and on file at the Headquarters of the Society.

the services of his grandfather, Ezra Ludlow, Architect of the University building. In 1860, he entered the United States Military Academy, at West Point, N. Y., from which he was graduated, eighth in his class, on June 13th, 1864.

In 1864, the Federal Government was doing its utmost to bring the Civil War to a close, and the members of the graduating class at West Point were immediately commissioned and sent to the front. Cadet Ludlow received the rank of First Lieutenant, Corps of Engineers, and after a short stay in Washington, D. C., was ordered to report to the Chief Engineer of the Department of Mississippi. He was assigned to the Army of the Cumberland, in which he served as Chief Engineer of the Twentieth Corps until September, 1864. In this capacity, he was engaged in the construction of bridges, the selection of offensive and defensive positions, the design and construction of temporary fortifications, etc. He also took part in the Battle of Peach Tree Creek and was recommended by Gen. Hooker for promotion to brevet rank, "for gallant and meritorious services in laying a bridge across Peach Tree Creek under a severe fire, * * *". He also took part in the battles of the Atlanta Campaign, notably the defense of Allatoona Pass, Ga., on October 5th, 1864, for which he was promoted to the rank of Brevet Captain.

From November, 1864, to March, 1865, Capt. Ludlow served as Chief Engineer of the Army of Georgia on its march to the sea and through the Carolinas. He fought in the battles of Averysborough and Bentonville, the occupation of Goldsborough, and the capture of Raleigh, for which he received commissions as Brevet Major and Brevet Lieutenant Colonel, respectively.

After the close of Sherman's campaign, and a leave of absence, he was ordered, in November, 1865, to Jefferson Barracks, Mo., where he organized the Engineer Depot and the newly authorized Company E of the Battalion of Engineers. He remained in command of the Depot and troops until November, 1867, having, in the meantime, received his commission as Captain in the Corps of Engineers. In December, 1867, he was ordered to report to the late Gen. Q. A. Gillmore, U. S. A., M. Am. Soc. C. E. (then Major, Corps of Engineers, U. S. A.) for duty as his Assistant and served under him at Staten Island, New York, and Charleston, S. C., until November, 1872. While Col. Ludlow was detailed on this duty, he caused the steamer *Henry Burden* to be fitted up for pump dredging; this steamer was the first of a class of hydraulic dredges now so successfully used in river and harbor improvement work.

In November, 1872, Col. Ludlow was appointed Chief Engineer of the Department of Dakota, with headquarters at St. Paul, Minn., which appointment he held until May, 1876. In this position his most important work was his explorations and surveys of the Yellowstone River and through Yellowstone Park and the Black Hills. He was assisted in this work by scientists from various universities who volunteered their services, and the reports of their work went far to bring to the attention of the American people the value and resources of these regions. Col. Ludlow recommended that the care of Yellowstone Park be transferred to the War Department and that it be improved by roads and bridges and opened to the public, which recommendations have since been carried out.

In 1876, Col. Ludlow was ordered to Philadelphia, Pa., as Assistant on river and harbor improvements. He remained in this District until August, 1882, having been promoted to the rank of Major, Corps of Engineers, U. S. A., on June 30th, 1882. During the latter part of this detail he was practically in charge of the work there. Among other things, he improved the methods of the work being done and made such a thorough and comprehensive survey for the improvement of all the navigable waterways that when he was ordered elsewhere a strong effort was made by the citizens of Philadelphia to have him retained in the District. Before he left, he was presented with a memorial signed by the municipal authorities and by the heads of the great commercial, maritime, and railroad interests of the city, "to make an enduring record of their high appreciation of the services of Colonel William Ludlow."

Col. Ludlow's next appointment was as Engineer Secretary to the Lighthouse Board, with headquarters at Washington, D. C. He was retained on this detail until March, 1883, when he was granted a special leave of absence (by Act of Congress February 28th, 1883) to accept the position of Chief Engineer of the Philadelphia Water Department until April, 1886. Col. Ludlow reorganized the Department, correcting the existing conditions, and brought it to an efficient working organization. He had also investigated the question of a water supply for the city and was consulted on that matter from time to time until his death.

In April, 1886, Col. Ludlow was appointed Engineer Commissioner of the District of Columbia which position he held until January, 1888. The experience gained by his connection with the municipal works of Philadelphia assisted him greatly in this work which was undertaken and carried through with his characteristic energy. Among the many difficult problems solved during his incumbency was the extension of Massachusetts Avenue to the west across Rock Creek Valley, which was severely criticized at the time, but which has since proven his wisdom.

After a short tour of duty in Philadelphia as Engineer of the Fourth Lighthouse District, Col. Ludlow was sent to Western Michigan in December, 1888, to take charge of the river and harbor improvement in that part of the State, with headquarters at Detroit, which detail he held until November, 1893. He also served during part of this time as Engineer of the Ninth and Eleventh Lighthouse Districts of the Great Lakes, and had charge of the river and harbor improvements on the eastern coast of Michigan and the waters connecting the Great Lakes. While in charge of this work, he prepared and put into service the project for lighting the narrow and difficult channels between Lakes Superior and Huron, in which, until this time, it had been customary to stop navigation at nightfall to the great detriment of the lake commerce. On his relief from this duty, Col. Ludlow was presented with a set of resolutions by the Lake Carriers' Association of Cleveland, Ohio, and the municipal and commercial authorities of Grand Rapids, Mich., in recognition of his services.

From November, 1893, to April, 1896, Col. Ludlow served as Military Attaché to the United States Embassy at London, England, having been promoted to the rank of Lieutenant Colonel, Corps of Engineers, in 1895.

During this detail, he made an inspection tour of the Suez, Corinth, and Kiel Canals, as well as the maritime canals in Holland.

In April, 1895, Col. Ludlow was commissioned as Chairman of the Nicaragua Canal Board on which he had associated with him Mordecai T. Endicott, Past-President, Am. Soc. C. E., and the late Alfred Noble, Past-President Am. Soc. C. E. This Board was appointed to inspect the route of the proposed Nicaragua Canal and report to President Cleveland on the cost thereon before November, 1895. The Board reported adversely on the proposed cost, and in April, 1896, Col. Ludlow, as Chairman, was recalled from London, where he had returned, to testify in regard to his findings before a Congressional Committee. The report was accepted on his testimony and made the basis for future action on questions relative to the Nicaragua Canal.

Col. Ludlow was next assigned to duty as Engineer of the Third Lighthouse District, with headquarters on Staten Island, New York; but, in 1897, he was transferred to New York City in charge of fortification and river and harbor work which included the improvement of the entrance of New York Harbor. He submitted a report, in 1898, advocating the opening of a deep straight channel from the ocean by the removal of the bar of the so-called East Channel. This project was subsequently adopted and carried out, and, as the Ambrose Channel, now forms the main entrance to the Port of New York.

When war with Spain was declared, Col. Ludlow was ordered to duty as Chief Engineer on the Staff of the Major General commanding. On May 4th, 1898, he was appointed Brigadier General of Volunteers and was sent to Tampa, Fla., as Chief Engineer (temporarily) of the United States forces there under the command of Gen. Shafter, in which capacity he organized the engineer equipment of the Fifth Army Corps. He left Tampa with the Santiago Expedition on June 14th, and on his arrival off Santiago, supervised the transfer of the Cuban Army to Siboney and was assigned to command the First Brigade, Second Division, of the Fifth Army Corps, under Gen. Lawton. The First Brigade took part in the attack on El Caney and Gen. Ludlow's services were highly commended in Gen. Lawton's report on this action. The First Brigade was then moved to Santiago and took a prominent part in that campaign, and Gen. Ludlow was again commended in Gen. Lawton's report.

After the surrender of the Spanish forces, Gen. Ludlow returned to Montauk Point, Long Island, with the First Brigade. In September, 1898, he was commissioned Major General of Volunteers and appointed President of the Board of Officers to make regulations for the transport service. In October, he was assigned to the command of the Second Division, First Army Corps, at Columbus, Ga., where he remained until December, when he was appointed Military Governor of Havana, Cuba, by direction of President McKinley. Gen. Ludlow's orders with this appointment included the charge of "all that relates to the collection and disbursement of the revenues of the port and city and its police, sanitation, and general government"; later, however, he was relieved of that part relating to the collection of revenues. His success as Military Governor was made apparent by the maintenance of order, the cleansing of the city, the organization of the municipal government along

new lines, and the reform in the Courts, schools, sanitary conditions, etc. In April, 1899, he was honorably discharged from the Volunteer Service and immediately recommissioned as Brigadier General, Volunteers, under the new law.

In January, 1900, Gen. Ludlow was appointed Brigadier General, United States Army, and in May of that year, the Department of Havana having been discontinued, he was ordered to return to the United States as President of the War College Board, with headquarters at Washington, D. C. In this capacity he inspected the French and German military establishments and reported thereon and also on needed reforms in the American establishment; at the same time, he presented a project for the proposed War College.

After the completion of his work on the War College Board, Gen. Ludlow was ordered to active service in the Philippines. Before his departure he was honored by being placed in command of the regular army troops participating in the parade at the inauguration of President McKinley on March 4th, 1901.

During the hardships of the Santiago Campaign, Gen. Ludlow's health was badly impaired, and thereafter he suffered from frequent attacks of bronchial trouble. On his arrival in the Philippines, this trouble became worse, and in May, 1901, he was ordered home on the surgeon's certificate of disability. He had never regarded his illness as serious, and this order was obeyed most unwillingly on his part. On his return to the United States, he was taken to his daughter's home at Convent Station, N. J., where he died on August 30th, 1901. He was buried from Trinity Church, New York City, on September 3d, 1901, with military honors, and his ashes were laid in the family burial ground at Islip, Long Island.

Gen. Ludlow was married in 1866 to Miss Genevieve Almira Sprigg, of St. Louis, Mo., who, with his daughter and two grandsons, survived him.

In appearance, Gen. Ludlow was an ideal type of soldier, tall, erect, and graceful, with strong clean cut features. Possessed of a genial manner and a lively sense of humor, his conversation was always interesting and witty. He was a most convincing speaker and writer and his reports were always clear, concise, and logical, possessing an interest rarely associated with public documents. Allotted many and varied duties in his thirty-seven years of active service in the Army, his work was always marked by increased endeavor and results, and as he was ready to praise or censure when such was due, his assistants, civil and military, gave him a devotion and loyalty such as few men are able to inspire.

In character, his strongest traits were his uprightness and hatred of deceit, his devotion to duty, pureness of mind, hospitality, and charity. Gen. Ludlow was deeply religious in his later years and carried his standards into his every day life. His ability, energy, and high aims were continually shown in the furtherance of his plans for increasing the efficiency of the service he so loved and honored, which plans ended for him in their preparation. In all things, he was a man and a gentleman.

The stone covering his burial place contains the following inscription which fittingly describes the soldier and the man:

"A soldier who fought the warfare of life with the same courage and bravery he displayed on the field of battle. Fearless and unswerving in what he believed to be right. Brilliant and versatile, as Engineer, Governor and Commander of troops, he achieved notable success. His life was illumined with bright deeds and with a generous humanity that lifted or shared the burden of others. In the supreme hour of trial his splendid courage was unshaken and he died in the fullest belief of the Life Eternal."

He was a Companion of the Military Order of the Loyal Legion of the United States and member of various other associations.

Gen. Ludlow was elected a Member of the American Society of Civil Engineers on July 5th, 1882, and served as a Director in 1890.

MAX EVERHART SMITH, M. Am. Soc. C. E.*

Died January 24th, 1921.

Max Everhart Smith was born in Berlin, Germany, on October 18th, 1848, of German parents, and was named Max Eberhardt Schmidt, the English equivalent having been assumed in 1918, by permission of the Court. He entered the Preparatory Military Academy at Potsdam in 1859, and a higher Military Academy at Berlin in 1863. In 1867, at the age of 19, he was commissioned a Second Lieutenant of the Artillery Guards, the regiment in which his father had also served as an officer. He was graduated from the Academy of Artillery and Engineer Officers in September, 1869, and was honorably retired in March, 1870.

On the outbreak of the Franco-Prussian War in 1870, Mr. Smith was recommissioned, and was in active military service until the fall of Belfort, in April, 1871.

In May, 1871, he came to America, and, from 1871 to 1875, served as Engineer on the United States Government surveys west of the 100th Meridian, under Lieut. George M. Wheeler, Corps of Engineers, U. S. A.; in the Coast and Geodetic Survey, under the late Professor J. E. Hilgard, M. Am. Soc. C. E., and on Government work in Minnesota and Dakota, under the late Maj. F. U. Farquhar, Corps of Engineers, U. S. A., M. Am. Soc. C. E. Mr. Smith became a naturalized American citizen in 1874.

In 1875, he was appointed by the late Capt. James B. Eads, F. Am. Soc. C. E., as Chief Assistant Engineer on the construction of the South Pass Jetties at the mouth of the Mississippi River, and continued on this work until 1879.

From 1879 to 1881, Mr. Smith was employed as Assistant Engineer on the Government works for the improvement of the Mississippi River at Memphis, Tenn., under Maj. Benyuard, Corps of Engineers, U. S. A., and at St. Louis, Mo., under Maj. O. H. Ernst, Corps of Engineers, U. S. A.

In 1881, he was appointed Engineer in charge of location of the Mexican Central Railroad, on the Tampico-San Luis Potosi Division, and became Chief Engineer of the road in 1884, serving until 1889, when he went to Chicago, Ill.

* Memoir prepared by Gustav Lindenthal, M. Am. Soc. C. E.

In 1890, Mr. Smith opened an office in Chicago and engaged in a general consulting practice which he continued until 1894. During this period he conceived the idea of the continuous train, or moving platform, for the transportation of passengers, and constructed a typical section which was operated at the Columbian Exposition in 1893, the Berlin Exposition in 1895, and, later, at the Paris Exposition in 1900. On each occasion it proved so successful and attracted so much favorable comment both from engineers and the general public that Mr. Smith devoted the greater part of the remainder of his life to its introduction for public use. In 1904, he became President and Chief Engineer of the Continuous Transit Securities Company.

His designs and plans underwent various changes and improvements from time to time, to meet varying conditions, but the general scheme remained the same throughout his entire work. In 1906, he was awarded the John Scott Legacy Medal and Premium by the Franklin Institute of Philadelphia, Pa.

As a result of his activities, Mr. Smith had the satisfaction of seeing his project gain increasing favor and recognition among engineers, and several routes were laid out for its introduction into the transit system of New York City. As he left it, the platform was regarded by transit specialists as the correct solution of the problem of economical and rapid transportation of passengers in congested districts.

Mr. Smith had contributed a number of papers and discussions to the *Transactions* of the Society, notably his paper on "The South Pass Jetties,"* which gained for him the award of the Norman Book Prize by the Society in 1879.

In 1875, he was married to Miss Mary Everhart, of American Colonial and Revolutionary descent, a niece of the late George Plumer Smith, of Philadelphia, Pa., and a great-granddaughter of the Hon. George Plumer, and of Col. Alexander Lowrey, of Pennsylvania.

His death on January 24th, 1921, was a grievous shock to all who knew him. His eldest son, Eads Everhart Smith, died two years before his father. His widow and one son, George Plumer Smith, senior member of the firm Smith and Gallatin, survive him.

Personally, Mr. Smith was a man of extreme refinement and of musical taste and ability. He had composed a number of marches, the last having been a military march entitled "Prepared", which was published by Schirmer and dedicated to the Engineer's Training Battalion of New York. He was a genial companion, an engineer of far vision, a man of unusually broad acquaintance, and left many friends.

This memorial of an Engineer who had been in the front rank of progress and professional attainments, of a man of exceptional culture and most sympathetic and warm friendships, is only an inadequate expression of their high esteem and mourning for him by those who knew him long and well.

Mr. Smith was elected a Member of the American Society of Civil Engineers on May 7th, 1879.

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* *Transactions*, Am. Soc. C. E., Vol. VIII (1878), p. 189.

HARRY ELSTNER TALBOTT, M. Am. Soc. C. E.*

DIED JANUARY 31ST, 1921.

Harry Elstner Talbott, the son of John Litler and Sarah Elstner Talbott, was born in Cincinnati, Ohio, on July 4th, 1860. He attended the common schools of his native city, and, later, was graduated from the Engineering Division of the University of Cincinnati.

Mr. Talbott's early experience was in railroad engineering, first with the Kentucky Central and the Cincinnati, Lebanon, and Northern Railroad Companies. In 1883, he was advanced to the position of Division Engineer of the Northern Pacific Railroad Company. Four years later, he joined the Engineering Staff of the Elgin, Joliet and Eastern Railroad Company, and afterward went with the Chesapeake and Ohio Railroad Company.

Going to Dayton, Ohio, in 1892, Mr. Talbott opened a Contracting Engineer's Office and soon built up a substantial business. In 1899, he met Mr. Francis H. Clergue, of Sault Ste. Marie, and this meeting was the beginning of a long association and of a great series of extensive engineering projects which have made the name of Mr. Talbott suggest the marvelous development of this great section of country. The discovery of the Helen Mine at Michipicoten, Ont., Canada, 100 miles north of the "Soo", with its rich iron deposits, made it necessary to build the Michipicoten Branch of the Algoma Central Railroad. With a force of 1 200 men, against the doubts of nearly all who contemplated the giant task, Mr. Talbott built the 100 miles of road in that wild, rough country on schedule time. The material, men, and supplies had to be taken back to Michipicoten before the close of navigation, and the work of construction was largely done during the severe winter.

Bridges, ore docks, and other important structures were also built, all to the great surprise of many who observed the wonderful achievement with admiration. Enduring the hardships of the winter with his men, living in a shack or "wigwam", as they called it, near the work, Mr. Talbott endeared himself to the workers, who loved "The Chief" for his comradeship and genial nature.

In the years following, he constructed the greater number of the buildings of the Algoma Steel Corporation and many of the power dams in St. Mary's Rapids, afterward adding several large units to the steel plant and erecting other extensive buildings. His skill at designing, for accomplishing great tasks with dispatch and thoroughness, for handling men and problems, placed his name on the roster of the great builders of the Continent.

In 1911, Mr. Talbott became interested in pulp and paper. The Lake Superior Paper Company was organized by him and Mr. George H. Mead, Mr. Talbott being elected to the Presidency. This beginning led to his becoming a great figure in the pulp and paper world. In recent years, he had held large interests in The Spanish River Pulp and Paper Company,

* Memoir prepared by George Bancroft Smith, Esq., Dayton, Ohio.

The Ontario Paper Company, Limited, The Mead Pulp and Paper Company, The Mead Fibre Company, The Peerless Paper Company, and others.

As he progressed in his several lines of endeavor, he became a dominant figure in the business world. As President of the City National Bank and the City Trust and Savings Bank, of Dayton, he assumed and held a place among the financial leaders of Southwestern Ohio.

His versatility did not permit of confinement to a restricted line of activity, and he became equally prominent in the manufacturing field. He was one of the founders of The Dayton Metal Products Company, makers of munitions, and of The Dayton-Wright Airplane Company, which organization built nearly 4 000 airplanes during the World War. These two companies were taken over by the General Motors Corporation, in which Company Col. Talbott became a prominent figure. In these enterprises, he was associated with his son, Harold E., and Mr. Charles F. Kettering, the inventor of the Delco starting, ignition, and lighting system for automobiles and the Delco-Light farm lighting outfit.

In 1913, he achieved a great work following the disastrous flood in Dayton, when he assumed the formidable task of cleaning up the wreckage. In recognition of this work, Governor Cox bestowed on him the honorary title of Colonel.

All who knew Col. Talbott were touched by his charming home life. In June, 1887, he was married to Miss Katherine Houk, the daughter of the Hon. George W. Houk, afterward Congressman from the Third District of Ohio. Nine children were born to them, all of whom are living. They are Harold E. Talbott, Mrs. George Shaw Green, Mrs. A. B. Hilton, Nelson Talbott, Mrs. George H. Mead, Mrs. Thomas Hilliard, Miss Lilah, Miss Katherine and Miss Margaret Talbott. His beautiful estate, "Runnymede", in Oakwood, a suburb of Dayton, has been the scene of many great social events, as well as the place of cheer and blessing to neighbors, friends, neighborhood children, and many who have shared the hospitality of Col. and Mrs. Talbott in a thousand ways.

Outstanding men are a great asset to a people. Those who look straight, think sanely, act nobly, live wholesomely, are the arbiters of their own careers and fortunes and an inspiration to thousands who come within the sphere of their activities. How we delight to meet a real fellow. His handshake into which he puts his soul instead of his shadow, his manly pose, his keen sensibilities, his alert mind, all combine to make us realize his potentialities. Such a man was Harry Elstner Talbott, and when he died on January 31st, 1921, it was the close of a splendid career.

As an engineer, capable of great achievements; as a manufacturer, ranking among the foremost; and as a thinker and planner, whose equal is seldom found, he was known throughout the United States and honored because of his ability and likable personality.

Some men can be told how to do a thing and shown how it may be accomplished. Others can conceive a project, provide the ways and means for its consummation, and bring it to a full fruition. Harry Elstner Talbott was that type. He loved big tasks. He thrived on hard jobs. He delighted to carry to

completion what others looked on as impossible. He made one think of "the poor fellow who did not know the thing could not be done, so he just went ahead and did it." Many substantial monuments of his skill and thoroughness stand in various parts of the United States defying time, the elements, and whatever else may assail them.

His generous benevolences were bestowed in an unostentatious way, and countless instances of his tenderness, his humanity, and his philanthropy are known only to the immediate participants. He was a lover of the hunt and of all manly outdoor sports. He rode well, knew the great woods and the haunts of the deer and the moose, and many trophies tell the story of his steady aim.

His ability to judge men was marked, and he used to good advantage his fund of common sense, which was ever apparent. He was resourceful and a man of keen perception, quick decision, and mature judgment.

Col. Talbott was elected a Member of the American Society of Civil Engineers on June 6th, 1900.

WILLIAM GLYDE WILKINS, M. Am. Soc. C. E.*

Died April 12th, 1921.

William Glyde Wilkins, the son of Alvin and Charlotte Glyde Wilkins, was born in Pittsburgh, Pa., on April 16th, 1854. With his parents, he moved to Detroit, Mich., in 1855, and attended the public schools in the latter city.

In September, 1872, he entered the Rensselaer Polytechnic Institute, Troy, N. Y., but after one year's stay at that institution, he left to enter the employ of the Munsing Iron Company, Lake Superior. In 1875, Mr. Wilkins became connected with the Engineering Department of the Pennsylvania Railroad at Pittsburgh, remaining there until September, 1876, when he returned to Troy to complete his engineering education at Rensselaer, from which he was graduated in 1879 with the degree of Civil Engineer.

Mr. Wilkins immediately entered the service of the United States Government and was assigned to the corps that was making a hydrographic survey of the Mississippi River in the vicinity of Fulton, Tenn. He remained there until June, 1880, when he entered the Engineering Department of the Pennsylvania Railroad as Assistant Engineer of Construction, with headquarters at Philadelphia, Pa. In July, 1887, he left the service of this Company and opened an office in Pittsburgh for private practice. On January 1st, 1890, he associated with himself George S. Davison, M. Am. Soc. C. E., under the firm name of Wilkins and Davison. Upon Mr. Davison's retirement from the firm on January 1st, 1900, the business name of the concern was changed to The W. G. Wilkins Company, Mr. Wilkins associating with himself Wilber Macaulay Judd, M. Am. Soc. C. E., and several of his more prominent employees, and this association continued to the time of his death, on April 12th, 1921.

* Memoir prepared by George S. Davison, M. Am. Soc. C. E.

While with the Pennsylvania Railroad Company Mr. Wilkins laid out and had charge of the construction of the branch line from Phœnixville to Fraser, Pa.; the Charles Street Depot at Baltimore, Md., which has been replaced recently by a new structure; the Duquesne Freight Station at Pittsburgh; and the stone arch bridge of the main line of the Pennsylvania Railroad over the Conemaugh River at Johnstown, Pa.

One of his earliest engagements in private practice was the design of the first steel head-frame for a coal mine shaft known to have been built in the United States. Although his practice covered every branch of civil, mining, and mechanical engineering, his intense interest in coal mining and coke making led him to specialize in that class of work, and it is undoubtedly true that he was interested in the design of more mining and coke plants than any other engineer in America.

In the first fifteen years of his private practice Mr. Wilkins laid out and constructed a great number of industrial railways in the Pittsburgh district and also built a large mileage of electric street railways. His intimate knowledge of the coke business caused his appointment, in 1907, as one of the three Trustees of the Estate of William Thaw, Deceased, Coke Trust, owners and lessors of many thousands of acres of coal lands in the Connellsville coke region. He performed the duties of this office to the time of his death.

For a limited period he filled the office of City Engineer of Allegheny, Pa., before that city became a part of Pittsburgh. At that time the city was engaged on a programme of extensive public improvements, which naturally came under his supervision and design.

In addition to his membership in the Society, Mr. Wilkins was a member of the following technical societies: American Institute of Consulting Engineers, American Institute of Mining and Metallurgical Engineers, American Mining Congress, North of England Institute of Mining and Mechanical Engineers, Coal Mining Institute of America, Academy of Science and Arts of Pittsburgh, and the Engineers' Society of Western Pennsylvania. In the latter Society he had served as a Director in 1890 and 1891, and was President in 1896.

At the time of the formation of the Pittsburgh Flood Commission in 1908, he was appointed a member and served actively on the Engineering Committee. This Committee made an exhaustive study of the water-sheds of the Allegheny and Monongahela Rivers, reporting on a plan for controlling the flood-waters of these streams through the construction of impounding reservoirs. Mr. Wilkins gave freely of his time and talent in the preparation of the plans for the report.

As a member of the Chamber of Commerce of Pittsburgh he was most active in the civic affairs of his home city. He served as Director of this body for six years from 1908.

At the session of the Pennsylvania Legislature in 1911, the City of Pittsburgh was granted a new charter, which abolished the plan of entrusting the legislative work of the city to two large bodies of councilmen and placed it in the hands of nine councilmen elected at large. The first body was appointed by the Governor on June 5th, 1911, and Mr. Wilkins was one of those appointed.

When his commission expired, he was elected by popular vote, and continued in office until December 31st, 1915.

As an office-holder, his words and deeds always went direct to the point at issue. His policy was to serve the public to the best of his ability and without favor to any one. His engineering knowledge and skill brought about many reforms in the methods of public improvement.

Mr. Wilkins possessed one of the largest private libraries in the City of Pittsburgh, and was internationally recognized as being the best informed student on the works of Charles Dickens in the world. He delivered many lectures on Dickens and was a member of the Dickens Fellowship. Through the English firm of Chapman and Hall, Limited, of London, he published "Charles Dickens in America", and at the time of his death there was in the hands of his publishers, the Bibliophile Society of America, a new book written by him on "Dickens in Cartoon and Caricature."

As in everything else, Mr. Wilkins was active in religious affairs, being a member of the North Presbyterian Church, of Pittsburgh, which congregation he served as Trustee for many years. He was married to Sarah Rebecca Simmons at Troy, N. Y., on December 29th, 1880, by whom he is survived.

Mr. Wilkins was elected a Member of the American Society of Civil Engineers on December 4th, 1889, and served as a Director during 1909, 1910 and 1911.

ROBERT STUART ARMSTRONG, Assoc. M. Am. Soc. C. E.*

Died July 15th, 1918.

Robert Stuart Armstrong, the son of Richard and Annie Armstrong, was born on February 20th, 1874, at Hamilton, Ont., Canada, where he received his early education. He was graduated from the Hamilton Collegiate.

In 1890, he was employed by Messrs. Jennie and Mundie, Architects, of Chicago, Ill., and while in this position he took up engineering under the late James D. McKee with whom he went to Dayton, Ohio, in 1893 (with the firm of Williams and Andrews, Architects), and to St. Louis, Mo., in 1895. While in St. Louis, Mr. Armstrong acted as Engineer for the School Board Architect, and also assisted the late Professor J. B. Johnson, M. Am. Soc. C. E., of Washington University, in the preparation of material for his book "Materials of Construction", making many of the drawings and plates for this work. Mr. Armstrong also studied perspective drawing and water colors, in which he became very proficient, and his services in this line of work were frequently employed.

During this period of Mr. Armstrong's life his future career shaped itself, but there evidently was a struggle within him as to whether he would follow his early training and inclination toward Architecture or the Profession of Engineering, in the choice of which he undoubtedly was greatly influenced by his teacher and friend, Mr. McKee, a very far-sighted and progressive engineer.

* Memoir prepared by H. Fougner, Assoc. M. Am. Soc. C. E.

Mr. Armstrong was employed by the Koken Iron Works of St. Louis until the fall of 1898, when he was engaged by the Jackson Iron Works of New York City, and subsequently with Post and McCord until 1900, when the plant of the latter firm was acquired by the American Bridge Company. Shortly after the formation of the latter Company, Mr. Armstrong was transferred to the Trenton Plant, at Trenton, N. J., where he remained until February, 1903, when he was transferred to the New York Office as an Estimator and Designer, and made a specialty of designs of office buildings, theatres, armories, and similar structures.

In July, 1904, he was made Engineer of the Brooklyn Plant of the American Bridge Company, in charge of the Engineering Department. In May, 1915, he became Manager of the Brooklyn Plant, which position he held until September, 1915, when he resigned to become Contracting Manager of Milliken Brothers, and when this plant was purchased by the Downey Shipbuilding Company he remained with that company as Works Manager.

In 1918, Mr. Armstrong became Construction Manager for the Carolina Shipbuilding Company of New York City and Wilmington, N. C. Subsequently, he became Fabricating Manager, and left New York City to take up his permanent abode at Wilmington, N. C., where he met his sudden and untimely death, only one week after his arrival there.

Mr. Armstrong was married on June 28th, 1916, to Miss Elizabeth Egginton, of Brooklyn, N. Y., who survives him.

"Bert" Armstrong, as he was familiarly known to his friends, was highly regarded both as engineer and man. As a young man, his proficiency made his services greatly sought after, and when in later years he was called on to direct the work of other men his ability to convey his efficiency to others gained for him the high respect and confidence of his employers.

His sunny nature and sterling qualities made for him a host of friends, and the affectionate friendship of his employers and of the many whose work he was called on to direct is a splendid tribute to his memory.

Mr. Armstrong was elected an Associate Member of the American Society of Civil Engineers on February 6th, 1907.

PAUL JONES BEAN, Assoc. M. Am. Soc. C. E.*

DIED JANUARY 25TH, 1919.

Paul Jones Bean was born in Woodville, Tex., on March 17th, 1884. He received his preparatory education in the common schools of Texas, and was appointed to the U. S. Naval Academy, as Midshipman, on September 2d, 1902. On his graduation, in 1906, he was selected for the Corps of Civil Engineers, U. S. Navy, and was commissioned Assistant Civil Engineer, with the rank of Lieutenant (Junior Grade) in that Corps on April 27th, 1906. He was ordered to the Rensselaer Polytechnic Institute, at Troy, N. Y., for professional instruction, and was graduated from that institution in 1908 with degree of Civil Engineer.

* Memoir prepared by Leonard M. Cox, Commander, C. E. C., U. S. N., M. Am. Soc. C. E.

Immediately following his graduation from Rensselaer, Lieut. Bean was assigned to duty as Inspector for electrical machinery at the works of the General Electrical Company, at Schenectady, N. Y., and during this duty completed the regular Apprentice Instruction Course of that Company. On April 9th, 1910, he was assigned to duty as Assistant to the Public Works Officer, at Norfolk, Va., and, in August, 1911, having completed the necessary examination, he was transferred to the grade of Civil Engineer, with the rank of Lieutenant. In August, 1913, he was detached from the Navy Yard at Norfolk, and ordered to the Naval Station, at Honolulu, Hawaii, as Assistant to the Public Works Officer at that station. During the period of this duty, Mr. Bean contracted tuberculosis, and in November, 1914, was ordered to the Naval Hospital, at Mare Island, Cal., for treatment and observation. After six months' leave, he was sent to the Naval Hospital at Las Animas, Colo., and on March 16th, 1916, was transferred to the retired list.

After his retirement, and treatment in various places, Mr. Bean's health improved to such an extent that he was able again to engage in active work, and he accepted the position of Secretary and Treasurer of the Laurel River Logging Company. It was while on an inspection of this Company's operations at Runion, N. C., that he contracted the disease which ultimately resulted in his death at the Mission Hospital, in Asheville, N. C., on January 25th, 1919.

Mr. Bean was married on February 19th, 1908, to Miss Ethel M. Phillips, of Troy, N. Y., who, with four children, Ethel, Paul, Virginia, and Fields, survives him.

By the death of Mr. Bean, the Corps of Civil Engineers of the United States Navy and the Civil Engineering Profession generally have lost a young man of exceptional promise. He had a genius for organization, and in the comparatively short period of his active service, he had acquired a reputation as an expert in engineering office methods as applied to costs and cost analyses. He was a man of sterling character and was genuinely loved by his subordinates as well as his superiors.

At the time of his death he was a member of the Pafraets Dael Club, of Troy, N. Y., the Mohawk Country Club, of Schenectady, N. Y., and the Army and Navy Club, of Washington, D. C.

Mr. Bean was elected a Junior of the American Society of Civil Engineers on May 2d, 1911, and an Associate Member on December 31st, 1913.

FREDERICK WALLIS DAGGETT, Assoc. M. Am. Soc. C. E.*

Died May 10th, 1921.

Frederick Wallis Daggett, the son of Nellie I. Daggett and the late William H. Daggett, was born in Boston, Mass., on July 26th, 1877. He spent his boyhood days in the place of his birth and received his early education in the public schools of Boston. In 1895, he entered the Lawrence Scientific School, Harvard University, and was graduated in the Class of 1899.

* Memoir prepared by N. A. K. Bugbee, Assoc. M. Am. Soc. C. E.

After leaving college, Mr. Daggett's first engagement was with the Fore River Shipbuilding Company of Quincy, Mass., where he was employed as Draftsman for two years. He then became associated with the United Coke and Gas Company of New York City, as Designer and Resident Engineer on the erection of by-product coke-oven plants and gasworks, with which Company he remained for four years. Subsequently, for several years he was employed, respectively, by the Ransome Concrete Machinery Company, the Ransome and Smith Company, and E. L. Phillips and Company, all of New York City, designing and superintending the construction of reinforced concrete buildings.

In September, 1907, Mr. Daggett began work as Superintendent of Construction of a section of the Catskill Aqueduct, near Peekskill, N. Y., for the Thomas McNally Company, and, later, its successor, John J. Hart. From October, 1909, to April, 1912, he was associated with Fred T. Ley and Company, of Springfield, Mass., as Engineer on the construction and design of filtration plants, during which time he had charge of the construction of a 3 000 000-gal. mechanical filter for the City of Burlington, N. J., and a 5 500 000-gal. plant for the Ayer Mills of the American Woolen Company, at Lawrence, Mass.

During 1912 and the early part of 1913, Mr. Daggett was employed by the Merrill-Ruckgaber Company of New York City, as Engineer in charge of the construction of a 6 000 000-gal. filter plant for the City of Cumberland, Md., and on the completion of this work, he was engaged by Johnson and Fuller as Resident Engineer on a 30 000 000-gal. filter plant at Trenton, N. J. When this work was completed in 1914, Mr. Daggett was appointed by the City Government as Superintendent of the Plant, which position he held at the time of his death, on May 10th, 1921.

In 1914, he was married to Ernestine Giddings, of Waltham, Mass. As a result of this union, one son—Jerome D. Daggett—was born. In August, 1915, Mrs. Daggett died, and on May 26th, 1919, he was married to Frances B. Glasgow, of Burlington, N. J., who, with his mother and son, survives him.

Mr. Daggett was a profound student and a thorough and efficient engineer. He was a man of high character and possessed personal qualities which earned for him a wide circle of friends.

He was a Charter Member of the Engineers Club of Trenton and served for a number of years as a member of its Board of Governors. He was also a member of the Harvard Club of New York City.

Mr. Daggett was elected an Associate Member of the American Society of Civil Engineers on May 1st, 1907.

JAMES RICHARD DONALD MACKENZIE, Assoc. Am. Soc. C. E.*

Died January 25th, 1921.

James Richard Donald Mackenzie, was born in Blackburn, Lancashire, England, on December 25th, 1880. When he was a small child, his parents

* Memoir prepared by Arthur B. Hitchcock, Assoc. M. Am. Soc. C. E.

took up their residence in Canada, where he received his early education, and, later, moved to Massachusetts where his education was completed.

Mr. Mackenzie's first experience in the business world was in May, 1906, when he went to Oakland, Cal., and became connected with the Watson Roofing Company. He soon became Manager of that Company, and, later, was made a partner, in which capacity he was in direct charge of the design and construction of numerous paving, roofing, and water-proofing jobs, involving the use of various grades of bitumens. Mr. Mackenzie severed his connection with the Watson Roofing Company in November, 1907, and established a business of his own in the same line of work.

In 1916, due to a combination of economic conditions and personal affairs, Mr. Mackenzie closed his business in California and moved to Kansas City, Mo., where he became connected with the Kansas City Branch of the Barrett Company. His knowledge of bituminous materials and their derivatives made him a valuable asset to the Sales Organization of this Company, and the major portion of his time was spent in the promotion of paving materials in the State of Kansas.

Mr. Mackenzie had a wide acquaintance among paving contractors and engineers in Kansas, and his opinions and advice were always reliable. In the years that he had followed water-proofing work, he became an authority on the subject. Having always been a thorough student and an intelligent thinker, his studies had led him deeply into the consideration of the whole subject of water-proofing.

Mr. Mackenzie died on January 25th, 1921, in Tucson, Ariz., from an acute attack of pneumonia. He is survived by his widow and a daughter, Margaret, who reside in Kansas City, Mo.

Mr. Mackenzie was elected an Associate of the American Society of Civil Engineers on June 1st, 1920.

FREDERIC BORRADAILE PRICHETT, Jun. Am. Soc. C. E.*

Died September 6th, 1918.

Frederic Borradaile Prichett was born at Philadelphia, Pa., on November 23d, 1890, the son of William Borradaile and Fannie W. Prichett.

After completing his elementary grammar school work, he entered the William Penn Charter School in Philadelphia, on September 16th, 1904. From the time of his entrance until his graduation in 1909, he was identified at all times with the leading activities of the school, taking an active interest in athletics, and in debating and literary activities. He was Editor in Chief of the *Penn Charter Magazine,* the school publication, President of the A. D. Gray Science Club, Manager of the Cricket Team, a member of the School Debating Team, Vice-President of the Literary Society, and a member of the Mandolin and Glee Clubs, and also of the School Orchestra. He was at all times an able and persuasive speaker and was one of three chosen at large from the school to compete in the prize declamation contest at the annual

* Memoir prepared by W. B. Prichett, Esq., North Wynnefield, Philadelphia, Pa.

entertainment in the spring of 1909. He was one of the Commencement speakers and also Historian of his class.

He was a member of Tau Theta Sigma Fraternity of the Penn Charter School, and, in his senior year, was elected a member of Alpha Delta Tau, an honorary society among preparatory schools, corresponding to Phi Beta Kappa.

In the fall of 1909, he entered the Engineering School of the University of Pennsylvania, and in October of the same year became a member of Phi Delta Theta Fraternity. During his career at the University, "Ted" Prichett, as he was known among his friends, was intimately associated with many activities. He took an active interest in social welfare work from the time of his entrance and, in his Senior year, was elected President of the Young Men's Christian Association of the University. In his Senior year, he was appointed Manager of the University basket-ball team, was Valedictorian of his Class, and served on numerous Class Committees. He was a member of the Friars Senior Society, the Plumb Bob Society, and the Civil Engineering Society of the University, and in June, 1913, was graduated with the degree of B. S. in C. E.

During the summer, while attending the University, Mr. Prichett was interested in the practical phases of his profession, working with the Pennsylvania Railroad Company as Rodman and Surveyor and with Hale and Kilburn as Draftsman.

On his graduation from the University of Pennsylvania, he became associated with the Pennsylvania Railroad Company, in the Maintenance of Way Department, and was employed by that Company until the spring of 1915, when he entered the employ of Gibbs and Hill, Engineers, then engaged in the electrification of the Chestnut Hill Branch of the Pennsylvania Railroad. On May 18th, 1916, he was married to Miss Gertrude Bailey Rhoads, of Philadelphia, Pa. In the fall of 1916, he went to Cincinnati, Ohio, in the employ of the American Bridge Company, remaining there until the outbreak of the World War.

In June, 1917, Mr. Prichett returned from Cincinnati and enlisted as a Private in the First City Troop of Philadelphia, and in August went South with that organization to Camp Hancock, Augusta, Ga. On January 5th, 1918, he was assigned to the Third Officers' Training Camp, 28th Division, Camp Hancock, Georgia, and on April 19th, was graduated as one of twenty-six officers from the Division commissioned in the Field Artillery. He was immediately assigned to Headquarters, 109th Field Artillery Regiment. On May 18th, Lieut. Prichett sailed overseas with that regiment arriving at Liverpool, England, on May 31st, 1918. On June 10th he entered on his final course of artillery training at Camp Meucon, France, and was assigned to Battery A, 109th Field Artillery. On August 6th his regiment entrained for the front and from August 11th until his death on September 6th, 1918, he served with distinction as Junior Officer in his battery, on many occasions receiving unstinted commendation from his superior officers for technique in firing his battery and his coolness under enemy fire.

On September 4th, 1918, the 28th Division, as a unit of which his battery was serving, was ordered to cross the Vesle River in the vicinity of Fismes. His battery was ordered to advance in the face of direct enemy observation. On the morning of September 5th his battery was subjected to a terrific barrage. Refusing to seek cover until all his men had first received protection, Lieut. Prichett was wounded by shell fire, from the effects of which he died the following day, September 6th, 1918. He was buried at Coincy, France, but his body subsequently was removed to the now famous National Cemetery at Belleau Woods, near Chateau Thierry.

Lieut. Prichett was elected a Junior of the American Society of Civil Engineers on May 15th, 1917.

PAPERS IN THIS NUMBER

TENTATIVE SPECIFICATIONS FOR CONCRETE AND REINFORCED CONCRETE: SUBMITTED AS A PROGRESS REPORT OF THE JOINT COMMITTEE ON STANDARD SPECIFICATIONS FOR CONCRETE AND REINFORCED CONCRETE.

"ODORS AND THEIR TRAVEL HABITS." LOUIS L. TRIBUS.

CURRENT PAPERS AND DISCUSSIONS

PROCEEDINGS

OF THE

AMERICAN SOCIETY

OF

CIVIL ENGINEERS

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CONTENTS

NEW YORK 1921

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PROCEEDINGS

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS

OF THE SOCIETY

September 7th, 1921.—The meeting was called to order at 7.45 P. M.; President George S. Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 185 members and guests.

The minutes of the meeting of June 1st, 1921, were approved as printed in *Proceedings* for August, 1921.

The evening was devoted to an informal discussion of the subject "National Port Problems". Frederick W. Cowie, M. Am. Soc. C. E., addressed the meeting on "National Phases of Port Problems" and was followed by Maj.-Gen. Lansing H. Beach, U. S. A., M. Am. Soc. C. E., who spoke on "Terminals". Frederic H. Fay, M. Am. Soc. C. E., then discussed the "Development of the Smaller Ports", and M. A. Long, M. Am. Soc. C. E., explained the "Relation of

Warehouses to Port Development". Mr. Long was followed by J. Roland Bibbins, Manager, Department of Transportation and Communication, U. S. Chamber of Commerce, who addressed the meeting on "Function of Port Terminals as Clearing Agencies". The addresses were followed by supplementary remarks on his subject by Maj.-Gen. Beach and an oral discussion of the general subject by Nelson P. Lewis, M. Am. Soc. C. E.

The Acting Secretary announced the following deaths:

John Findley Wallace, (*Past-President*), of New York City, elected Member, June 2d, 1886; died July 3d, 1921.

William Brown Cogswell, of Syracuse, N. Y., elected Associate, February 15th, 1871; Member, October 16th, 1872; died June 7th, 1921.

Richard Henwood Gillespie, of Allentown, Pa., elected Associate Member, October 3d, 1900; Member, June 5th, 1906; died July 15th, 1921.

Aron Lancaster Hunt, of Jacksonville, Fla., elected Member, November 26th, 1918; died July 4th, 1921.

Willard Atherton Nichols, of Redlands, Cal., elected Member, May 7th, 1873; died August 23d, 1921.

Warren Chamberlain Tudbury, of Mare Island, Cal., elected Associate Member, June 1st, 1909; Member, March 12th, 1918; died May 18th, 1921.

John Wilson, of Los Angeles, Cal., elected Member, March 2d, 1915; died June 28th, 1921.

Joseph Miller Burkett, of Boise, Idaho, elected Associate Member, May 28th, 1912; died April 14th, 1921.

Thomas George Elbury, of San Francisco, Cal., elected Associate Member, May 6th, 1908; died July 6th, 1921.

John Edward Grady, of East Cleveland, Ohio, elected Associate Member, December 6th, 1905; died May 19th, 1921.

Edgar Miller Graham, of Muskogee, Okla., elected Associate Member, October 5th, 1909; died May 14th, 1921.

Arthur John Hart, of Sydney, New South Wales, Australia, elected Associate Member, October 14th, 1919; died June 26th, 1920.

Charles Raymond Larkin, of Philadelphia, Pa., elected Junior, January 14th, 1918; Associate Member, June 1st, 1920; died August 30th, 1921.

Harry Milton Lynde, of Raleigh, N. C., elected Junior, April 4th, 1911; Associate Member, April 1st, 1914; died May 17th, 1921.

Adjourned at 9.55 p. m., to meet at 2 p. m., on September 8th, 1921.

September 8th, 1921.—The meeting was called to order at 2 p. m.; Director John P. Hogan in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 82 members and guests.

The Chairman announced that an afternoon session had been called, at the request of the Publication Committee, for the purpose of ascertaining the probable attendance and the extent of interest shown, in order to assist the Committee in its plans for future meetings for the discussion of National subjects. He also announced that opportunity would be afforded for general discussion and questions on the subject at the end of each session.

The subject for the meeting was a continuation of the informal discussion on "National Port Problems". The first speaker was John Meigs, M. Am. Soc. C. E., who spoke on "Lack of Co-Ordination in Design of American Ports". W. Watters Pagon, M. Am. Soc. C. E., gave a "Brief Comparison of American and Foreign Sea Ports", and Edwin J. Clapp, Esq., discussed "Some Observations on Port Finances". Mr. Clapp was followed by Carroll R. Thompson, M. Am. Soc. C. E., who addressed the meeting on "Improvement and Development of Ports.".

The Acting Secretary announced that he had received written communications on the subject from Messrs. William H. Adams, M. G. Barnes, Harwood Frost, Frank W. Hodgdon, T. F. Keller, John H. McCallum, and Arthur M. Shaw, and the general subject was discussed orally by Messrs. T. Kennard Thomson, John A. Bensel, H. W. Boetzkes, and T. Howard Barnes.

Adjourned at 3.50 P. M., to meet at 7.45 P. M.

September 8th, 1921.—The meeting was called to order at 7.45 P. M.; Director John P. Hogan in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 162 members and guests.

The opening address at this meeting, in continuation of the informal discussion on "National Port Problems", was made by John A. Bensel, Past-President, Am. Soc. C. E., who spoke on "Port Problems in New York". Mr. Bensel was followed by W. J. Wilgus, M. Am. Soc. C. E., on "Relationship of Rail and Water Carriers"; B. F. Cresson, Jr., M. Am. Soc. C. E., on "Port Adminstration"; and Mr. H. McL. Harding, on "Pier Designs as Developed from Quay Designs". Mr. Harding illustrated his remarks with lantern slides.

W. J. Wilgus, M. Am. Soc. C. E., presented the following resolution, which, on motion, duly seconded, was carried:

"*Resolved,* That it is the sense of this meeting that the proper future planning of our seaports is of National concern from the standpoints both of commerce and military protection; and that the Board of Direction be requested to urge upon the Secretary of War, if possible in co-operation with the other National Engineering Societies, the need for prompt and effective action to that end, under the provisions of Section 500 of the Transportation Act of 1920."

Adjourned.

COMMITTEE APPOINTED BY THE BOARD OF DIRECTION TO REPORT ON LICENSING OF PROFESSIONAL ENGINEERS

The Third Conference under the auspices of the Committee on Licensing Engineers was held in the Board Room of the Society, on August 22d, 1921, at 7.30 P. M.

There was an interesting discussion of the general subject of laws for the licensing of professional engineers and land surveyors, other than the licensing of firms, co-partnerships, corporations, and joint stock associations, and as to what should be the attitude of the Engineering Profession in the matter.

The following were in attendance at the Conference:

Members of the Committee

Richard L. Humphrey, Chairman, Philadelphia, Pa.; Willard Beahan, Cleveland, Ohio; and A. M. Hunt, New York City.

Officers of the Society

Otis E. Hovey, Treasurer, New York City, and Elbert M. Chandler, Acting Secretary, New York City.

Others Present

J. D. Anderson, Dwight P. Robinson and Company, Incorporated, New York City; C. E. Beam, Assoc. M. Am. Soc. C. E., Assistant to the Acting Secretary, American Society of Civil Engineers, New York City; J. A. Bensel, Past-President, Am. Soc. C. E., Consulting Engineer, New York City; Augustus S. Downing, Assistant Commissioner and Director of Professional Education, Albany, N. Y.; Walter G. Eliot, Member, New York State Board of Licensing for Professional Engineers and Land Surveyors, New York City; Alfred D. Flinn, M. Am. Soc. C. E., Secretary, United Engineering Society, New York City; Henry Goldmark, M. Am. Soc. C. E., Consulting Engineer, New York City; John M. Goodell, Assoc. Am. Soc. C. E., Upper Montclair, N. J.; Edwin Ludlow, President, American Institute of Mining and Metallurgical Engineers, Consulting Engineer, New York City; F. A. Molitor, M. Am. Soc. C. E., Consulting Engineer, New York City; H. G. Moulton, M. Am. Soc. C. E., Consulting Engineer, New York City; Henry G. Reist, Secretary, New York State Board of Licensing for Professional Engineers and Land Surveyors, General Electric Company, Schenectady, N. Y.; A. M. Smoot, Ledoux and Company, New York City; F. F. Sharpless, Secretary, American Institute of Mining and Metallurgical Engineers, New York City; Arthur S. Tuttle, M. Am. Soc. C. E., Chief Engineer, Board of Estimate and Apportionment, New York City; E. M. Van Norden, M. Am. Soc. C. E., Civil Engineer, New York Edison Company, New York City.

Additional Conferences

The Fourth and Fifth Conferences will be held in the Board Room of the Society at 7.30 P. M., on September 12th, and October 11th, 1921, respectively. The Committee welcomes the views of all persons interested, either at the Conferences or by written communication.

PROPOSED REVISION OF THE CONSTITUTION

At the Annual Convention held in Portland, Ore., on August 10th, 1920, the Board of Direction was authorized to appoint a committee of eight to consider proposed amendments to the Constitution which were referred to it by the Convention; and to suggest such other amendments as it might deem advisable.

This Committee reported to the Annual Meeting on January 19th, 1921, recommending that all amendments referred to it be not adopted, as in the opinion of the Committee the best interests of the Society required an all-inclusive study and revision of the Constitution.

The Annual Meeting continued the Committee in order that it might present a new Constitution and By-Laws for consideration at the Annual Convention.

In accordance with the instructions of the Annual Meeting, the Committee prepared a draft of a new Constitution and By-Laws which was forwarded to the entire Corporate Membership on March 19th, 1921, and this proposed Constitution and By-Laws, which are presented herewith, was considered, amended, and approved by the Annual Convention held in Houston, Tex., on April 27th, 1921.

In accordance with Section 3 of Article IX of the present Constitution, copies of this proposed Constitution and By-Laws were mailed to the Corporate Membership on August 3d, 1921. The ballot thereon is to be canvassed at the meeting of the Society on October 5th, 1921.

The question of the legality of the proposed Constitution and By-Laws was submitted to Counsel for the Society, Messrs. Parker and Aaron, and their reply under date of June 1st, 1921, is also presented herewith.

CONSTITUTION

ARTICLE I.—Name, Location and Object.

1.—The name of this association shall be the American Society of Civil Engineers.

2.—The offices of the Society shall be located in the City of New York.

3.—The objects of the Society shall be the advancement of the sciences of engineering and architecture in their several branches, the professional improvement of its members, the encouragement of intercourse between men of practical science, and the establishment of a central point of reference and union for its members.

ARTICLE II.—Membership.

1.—The Corporate Members of this Society shall be designated as Members and Associate Members. There may also be connected with the Society, Honorary Members, Affiliates, Juniors, and Fellows, who shall be entitled to all the privileges of the Society, except the right to vote and to hold office therein; provided that Honorary Members elected from the Corporate Members of the Society shall retain their right to vote and to hold office.

2.—A Member shall be a Civil, Military, Naval, Mining, Mechanical, Electrical, or other professional Engineer, an Architect or a Marine Architect. He shall be at the time of admission to membership not less than thirty years of age and shall have been in the active practice of his profession for ten years; he shall have had responsible charge of work for at least five years, and shall be qualified to design as well as to direct engineering works. Graduation from a school of engineering of recognized reputation shall be considered as equivalent to two years' active practice. Responsible charge in engineering teaching may be construed as responsible charge of work as required by the Constitution.

3.—An Associate Member shall be a professional Engineer or Architect not less than twenty-five years of age, who shall have been in the active practice of his profession for at least six years, and who shall have had responsible charge of work as principal or assistant for at least one year. Graduation from a school of engineering of recognized reputation shall be considered as equivalent to two years' active practice.

4.—Any person having the necessary qualifications prescribed in this article to entitle him to admission to the grades of Member or Associate Member, shall be eligible for such membership, though he may not be practicing his profession at the time of making his application.

5.—An Affiliate shall be a person who, by scientific acquirements or practical experience, has attained a position in his special pursuit qualifying him to co-operate with engineers in the advancement of professional knowledge and practice, but who is not a professional engineer.

6.—A Junior shall not be less than eighteen years of age, and his connection with the Society shall cease when he becomes thirty-two years of age, unless he be previously transferred to another grade. He shall have had active practice in some branch of engineering for at least two years, or he shall have graduated from a school of engineering of recognized standing. Persons who were in the Junior class prior to March 4th, 1891, shall not have their status changed by the provisions of this section.

7.—Honorary Members shall be chosen only from persons of acknowledged eminence in some branch of engineering or the sciences related thereto. There shall not be more than twenty at any one time.

8.—Fellows shall be contributors to the permanent funds of the Society, though they may not be eligible for admission as Corporate Members.

9.—Student Chapters with a limited use of privileges or facilities of the Society may be authorized by the Board of Direction as provided in By-Laws or other regulation for their recognition and affiliation; but the members of such Chapters shall not therefore be deemed for any purpose to be members of the Society, and no permanent or irrevocable privilege shall thus be conferred.

ARTICLE III.—Admissions and Expulsions.

1.—All members other than Honorary Members shall be admitted to the Society only by vote of the Board of Direction, as specified in the By-Laws, but the vote of at least 80% of the entire Board of Direction must be cast to constitute an election, and three negative ballots shall exclude.

Honorary Members shall be proposed by at least ten members of the Society and shall be elected only by a favorable vote by at least all but two members of the Board of Direction, not counting the candidate. No Member of the Board of Direction shall vote upon his own admission.

A person elected an Honorary Member shall be promptly notified thereof by letter. The election shall be canceled if an acceptance is not received within six months after the receipt of such notice.

2.—Upon the written request of ten or more Corporate Members, that for cause therein set forth a person belonging to the Society be expelled, the Board of Direction shall consider the matter, and if there appears to be sufficient reason, shall advise the accused of the charges against him. He may, if he so desires, present a written defence which shall be considered at a meeting of the Board of Direction, of which he shall receive due notice. Not less than two months after such meeting, the Board of Direction shall finally consider the case, and if resignation has not been tendered, or a defence made which is satisfactory to the Board, it shall then notify the person that he will be expelled in one month, unless he elects to appeal from this decision. Appeals will be submitted to the Corporate Members by letter-ballot in a form to be prescribed by the Board of Direction. The ballot shall be accompanied by a statement of the charges, and of the action of the Board thereon, with such information as it deems proper, and also the statement of the person making the appeal. The ballot shall be canvassed by the Board not less than twenty days after its issue. A majority of the ballots cast will be required to sustain the action of the Board. The Board will notify the person and the Corporate Members of the result of the ballot. In case no appeal be made, the Board of Direction will expel the person, and notify him and the Corporate Members of its action.

3.—A member of any grade in the Society may resign his membership by a written communication to the Secretary, who shall present the same to the Board of Direction; when, if all his dues have been paid, his resignation shall be accepted.

ARTICLE IV.—Dues.

1.—The entrance fees payable on admission to the Society shall be as follows: by Members, thirty dollars; Associate Members, twenty-five dollars; Affiliates, twenty dollars; Juniors, ten dollars.

2.—The annual dues payable by Members, except those in District No. 1, shall be as follows: by Corporate Members, twenty dollars; Affiliates, fifteen dollars; Juniors, ten dollars.

3.—In District No. 1 as hereinafter constituted the annual dues, except for members residing outside of North America, shall be as follows: Corporate Members, twenty-five dollars; Affiliates, twenty dollars; Juniors, fifteen dollars.

4.—The Board of Direction shall by By-Law regulate the payment of fees and dues and the discipline for non-payment of dues, including expulsion after notice; it may in proper cases grant extensions or excuse members from payment.

5.—All future annual dues may be compounded by a single payment by a Corporate Member of $325; or by an Affiliate of $225. Should a compounding

Affiliate be elected to Corporate Membership he shall pay the further sum of $100.

Provided, that all compounding Corporate Members or Affiliates who may be or hereafter become Residents of District No. 1, shall be and remain liable for the annual payment of the difference between the annual dues of Residents in said District and Corporate Members, or Affiliates not therein resident; but any Corporate Member may at any time compound for the future payment of all annual dues of every nature and kind by the payment of $75 in addition to the $325 hereinbefore named; and any Affiliate may at any time compound for the future payment of all annual dues as Affiliate by the payment of $40 in addition to the $225 hereinbefore named.

Provided, that any person desiring to compound for future dues shall have paid his entrance fee, all arreas of dues, and the annual dues for the current year, before the compounding sum may be available.

Persons compounding shall sign an agreement that they will be governed by the Constitution and Laws of the Society as they are now formed, or as they may be hereafter altered, amended or enlarged; and that in case of their ceasing to be connected with the Society from any cause whatever, the amount theretofore paid by them for compounding, and for entrance fees and annual dues, shall be the property of the Society.

All moneys thus paid in commutation of annual dues shall be invested as a permanent fund, only the interest thereupon being subject to appropriation for current expenses.

6.—Persons elected as Fellows shall become such upon the payment of $250 into the permanent funds of the Society. They shall not be liable for other fees and dues.

7.—Corporate Members and Affiliates who have reached the age of seventy years, and who have paid dues as such for twenty-five years, shall be exempt from further dues. Corporate Members and Affiliates who have paid dues as such for thirty-five years shall be exempt from further dues.

ARTICLE V.—Officers.

1.—The Officers of the Society shall be a President, four Vice-Presidents, eighteen Directors, a Secretary and a Treasurer.

2.—The President, the Vice-Presidents, and the Directors, with the two latest living Past-Presidents continuing to be members, shall constitute the Board of Direction in which the Government of the Society shall be vested, and shall be the Trustees provided for by the laws under which the Society is organized. The Secretary and the Treasurer shall be appointed by the Board of Direction, either from the Board or from other Corporate Members.

3.—The terms of office of the President shall be one year; of the Vice-Presidents, two years; and of the Directors, three years, which terms shall begin at the close of the Annual Meeting at which the officer is elected and continue until a successor qualifies. All other officers or employees shall hold office or position during the pleasure of the Board of Direction.

4.—A vacancy in the office of President shall be filled by the senior Vice-President.

A vacancy in the office of Vice-President shall be filled by the senior Director from the same zone. Seniority between persons holding similar offices shall be determined by priority of election to the office, and when these dates are the same, by priority of admission to Corporate Membership; and when the latter dates are identical, the selection shall be made by lot. In case of the disability, or neglect in the performance of his duty, of any officer of this Society, the Board of Direction shall have power to declare the office vacant. Vacancies in any office for the unexpired term shall be filled by the Board of Direction, except as heretofore provided.

5.—The President shall be ineligible for re-election. The Vice-Presidents and Directors shall not be eligible for re-election to the same office until at least one full term shall have elapsed after the end of their respective terms.

ARTICLE VI.—Management.

1.—The Board of Direction shall be vested with the exercise of all the corporate powers of the Society, subject to this Constitution. It shall make provision in By-Laws for the duties of the several officers, and for the general administration of the affairs and property of the Society. It shall make an annual report at the Annual Meeting, transmitting therewith the report of the Treasurer, and such other reports as it shall deem advisable.

2.—Meetings of the Board of Direction shall be held at the time of the Annual Meeting and of the Annual Convention, at which meetings twelve members shall constitute a quorum; and in each year not less than four other meetings at such other times and places as the Board may determine, at which nine members shall constitute a quorum.

3.—The Board of Direction shall appoint from its members an Executive Committee not less than five in number, which Executive Committee shall exercise at times when the Board of Direction is not in session such part of the authority of the Board of Direction in the administration of the Society's affairs as may from time to time be delegated to it. But such Executive Committee shall not have power to amend the By-Laws, elect or expel members, nor to fill vacancies on the Board of Direction.

ARTICLE VII.—Nomination and Election of Officers.

1.—For the purpose of electing officers the territory occupied by the membership in North America shall be divided into districts, as herein provided. The Board of Direction shall, every year, review the existing divisions and if necessary make changes in their boundaries. The number of districts may be increased or decreased by the Board of Direction, but shall not be less than thirteen. District No. 1 shall be the territory within fifty miles of the Post Office in the City of New York. Each member shall be counted in the district within which his mailing address on record with the Society on the preceding January 1st, is located. Members not residing in North America shall be allocated to District No. 1.

Each district shall be as nearly as practicable:

First.—In one area.

Second.—So formed that the number of Directors from any district shall be one or more, as hereinafter stipulated regarding equality of representation.

Third.—Formed with due regard to mutuality of interests and facilities of travel between points within the district.

The Board of Direction shall announce the district boundaries, the number of Directors for each district, and the boundaries of the four zones as hereinafter provided, to the Corporate Membership not later than April 1st in each year.

2.—The Directors of the Society shall be eighteen in number and the number of Directors from each district shall be determined as follows:

Divide the total number of Corporate Members as of January 1st of the current calendar year, by eighteen. The quotient shall be the approximate number of Corporate Members for which there shall be one Director, but no district shall be without at least one Director. In case this method furnishes more than eighteen Directors, the Board of Direction shall determine in accordance with district membership as nearly as practicable in which district the representation shall be reduced.

One-third the number of Directors shall, as far as practicable, be elected each year.

3.—For the purpose of electing Vice-Presidents, the Board of Direction shall group the districts into four zones, each zone to consist of contiguous districts and to contain the same number of members as nearly as is practicable. There shall be four Vice-Presidents, two of which shall be chosen each year in such manner that each zone shall always be represented by a Vice-President.

4.—Not later than April 1st of each year, the Secretary of the Society shall, by mail, notify each Corporate Member that nominations are in order, and shall give a list of those offices which will be vacant at the end of the current year and for which the nominations are to be made. A suitable blank form, blank envelope, and outer envelope for a "first ballot" for "Official Nominees" shall be enclosed with this notice. Every Corporate Member is expected to submit the name of a nominee for the office of President. Every Corporate Member in any zone in which a vacancy is to be filled is expected to submit the name of a nominee for Vice-President in such zone; and every Corporate Member in a district in which there is a vacancy to be filled is expected to submit the names of nominees for Directors in his District. No "first ballot" received after May 31st shall be counted. The "first ballots" shall be canvassed on June 1st by a Committee consisting of not less than three Corporate Members duly appointed by the Board of Direction, or, if that date be a holiday or a Sunday, not later than June 3d. No vote of a Corporate Member for a nominee for Vice-President resident outside of the zone in which the voter resides, shall be counted; no vote of a Corporate Member for a nominee for Director resident outside of the district in which the voter resides, shall be counted. Not later than June 15th the Secretary shall send to each Corporate Member full information as to the results of said "first ballot" and a request for a "second ballot". Nominees for offices of President, Vice-President and Directors who shall have received less than 5% of the total votes cast for the respective offices on the "first ballot" shall be ineligible for the "second ballot". No "second ballot" received after August 14th shall be counted. The procedure for the "second ballot" shall be the same as the procedure for the "first ballot". The said

"second ballot" shall be canvassed on August 15th, or if that day be a holiday or Sunday, not later than August 17th, and the respective candidates who receive the greatest number of votes for each of the offices of President, Vice-President and Director shall be the "Official Nominees" for such respective offices.

In the event of a tie vote for nominee for President, Vice-President or Director on the "second ballot", the names of the persons receiving such tie vote shall be placed on the ticket as "Official Nominees".

5.—The nominations thus made for President, Vice-Presidents and Directors shall be designated as "Official Nominations". In case any nominee or officer shall change his residence from one district to another he shall represent the district from which he was nominated.

6.—If any person thus nominated shall be found by the Board of Direction to be ineligible for the office for which he is nominated; or should a nominee decline such nomination; or in the event that any zone or district should fail to select a nominee for any office as above stipulated, the Board of Direction shall select another nominee for the place, which nominee thus selected shall be the "Official Nominee".

The Secretary shall then prepare a list of "Official Nominees" showing also thereon the results of the "second ballot", which list shall be mailed not later than the first day of October to every Corporate Member whose address is known.

7.—Additional nominations for the officers to be elected may be made by declaration, provided such declaration is accompanied by an acceptance of the nomination signed by the nominee, and is filed with the Secretary before the first day of December, and further provided that each declaration shall be signed by at least twenty-five Corporate Members, resident within the district or zone to which the office is attached. Nominations made in accordance with this Section shall be known as "Nominations by Declaration".

8.—At least thirty days before the Annual Meeting there shall be mailed to every Corporate Member whose address is known a letter-ballot with envelopes for voting. This ballot shall include the names and residences of all persons nominated in accordance with this Article, the grades of membership, and in the case of nominees for Directors and Vice-Presidents indicating the district or zone in which they reside. Under the names of the nominees for each office so printed there shall be provided a space for the use of the voter if he desires to substitute another name. "Nominations by Declaration" shall be distinguished from "Official Nominations" by some convenient mark or words. There shall also be printed on the ballot the names and residences of the signers of each "Nomination by Declaration". Voters may strike out the name of any nominee printed on the ballot for whom they do not wish to vote, and may substitute therefor, in writing or by paster, the name of any person eligible for the office; but the number of names voted for for any office shall not exceed the number of persons to be elected in such office. Ballots not complying with these provisions shall be rejected. Directions in accordance with these provisions shall be issued with the ballots.

9.—Ballots may be sent by mail to the Secretary, or may be presented to him at the Society Headquarters. They shall be enclosed in two sealed envelopes, and the outer envelope shall be endorsed by the voter's signature.

No count or listing of votes cast in any Society canvass or election shall be permitted until after the polls are closed, and then only by the officially appointed committee or the Tellers. A voter may withdraw his ballot, and may substitute another at any time before the polls close.

10.—The polls shall be closed at 9 A. M. on the first day of the Annual Meeting, and the ballots shall be canvassed publicly by tellers, who shall be appointed by the presiding officer. The person receiving the largest number of votes for an office shall be declared elected. In case of a tie between two or more persons for the same office, the Annual Meeting shall elect the officer from among the persons so tied.

The presiding officer shall announce to the meeting the names of the officers elected.

ARTICLE VIII.—Meetings.

1.—An Annual Convention of the Society for the reading and discussion of professional papers and for professional intercourse shall be held annually at such time and place as the Board of Direction may determine.

2.—There shall be two general meetings of the Society each year; the Annual Meeting, which shall be held at the offices of the Society on the third Wednesday in January, and at which the annual reports for the year ending December 31st previous shall be presented, and the ballot for officers canvassed; and a Business Meeting during the Annual Convention, which meeting shall be held at a time and place to be determined by the Board of Direction.

At all meetings thirty Corporate Members shall constitute a quorum.

3.—Business meetings and other meetings may be called or scheduled at intervals by the Board of Direction. The call for any meeting shall be issued not less than fifteen days in advance. Upon written request of not less than thirty Corporate Members, which request shall state the purpose of the meeting, the Board of Direction shall call a special meeting of the Society. The call for such meeting shall be issued not less than fifteen days in advance and shall state the purpose thereof, and no other business shall be taken up at such meeting.

4.—The By-Laws shall provide rules for the order of business at meetings, but each Annual Convention or Annual Meeting may, without notice, by a two-thirds vote, modify or change these rules as to that meeting.

ARTICLE IX.—Local Sections.

Local Sections, composed of members of all grades, may be established in any locality, and such organization shall become effective as soon as the proposed Constitution and By-Laws of any Local Section shall have been submitted to and approved by the Board of Direction.

The Board of Direction may annually assign, from the funds of the Society, to each Local Section, a sum varying in proportion to its needs not to exceed three dollars for each member belonging to that Section.

The functions of Local Sections should be the encouragement of members to prepare or discuss papers, to confer and suggest as to matters of policy, to study local engineering problems, to co-operate with other Local Sections and local engineering societies in matters of common interest, and to bring about closer personal acquaintance and a spirit of co-operation between the engineers in a community.

Local Sections shall be encouraged by the Board of Direction to participate in the affairs of the Society. They shall not assume to speak for the Society unless authorized by the Board of Direction; violation of this rule shall constitute sufficient cause to terminate relationship of the Local Section with this Society.

ARTICLE X.—Amendments.

1.—Proposed amendments to this Constitution must be reduced to writing and signed by not less than thirty Corporate Members, and be submitted and acted upon as follows:

2.—Amendments presented to the Secretary not less than sixty days previous to the date of the Annual Convention shall be sent by letter to the Corporate Members of the Society, at least twenty-five days previous to the Annual Convention. Said amendments shall be in order for discussion at the Business Meeting during such Annual Convention, and may be amended in any manner pertinent to the original amendments by a majority vote of the Business Meeting during the Annual Convention, and, if so amended, shall be voted upon by letter-ballot in form as amended by said Business Meeting; if not so amended, they shall be voted upon by letter-ballot as submitted. The vote shall be counted at the first regular meeting in October.

3.—Amendments presented to the Secretary on or before the first Wednesday in November, but not later than sixty days previous to the date of the Annual Convention, shall be sent by letter to the Corporate Members of the Society at least twenty-five days previous to the Annual Meeting. Such amendments shall be in order for discussion at such Annual Meeting, and may be amended in any manner pertinent to the original amendments by a majority vote of the Annual Meeting, and if so amended shall be voted upon by letter-ballot in form as amended by the Annual Meeting; if not so amended, they shall be voted upon by letter-ballot as submitted. The vote shall be counted at the first regular meeting in March.

4.—If, after discussion of a proposed amendment, at either of the general meetings of the Society, the meeting shall so decide by a majority vote, it may refer the amendment to a Committee for further consideration, which Committee shall report at the next general meeting, whereupon the amendment shall be voted upon as hereinbefore provided.

5.—An affirmative vote of two-thirds of all ballots cast shall be necessary to the adoption of any amendment.

Amendments so adopted shall take effect thirty days after their adoption, provided that the officers of the Society, at the time any amendment may be adopted, shall continue in office until the expiration of the terms for which they were elected.

6.—The Board of Direction may by a two-thirds vote of those present at a meeting duly called, amend the By-Laws consistently with this Constitution, provided that a written notice of such proposed amendment shall have been given at a previous meeting of the Board of Direction, and that the Secretary shall have mailed a copy of such proposed amendment to each member of the Board at least thirty days before the meeting at which action thereon is to be taken.

BY-LAWS

ARTICLE I.—Election of Members.

1.—An application for admission to the Society or for transfer from one grade to another shall embody a concise statement, with dates, of the candidate's professional training and experience; and shall be in a form and in such detail as may be prescribed by the Board of Direction. It shall be signed by the applicant, and shall contain a promise to conform to the requirements of membership, if elected. The applicant shall furnish the names of at least five Corporate Members to whom he is personally known. Each of these shall be requested by the Secretary to address a letter to the Board of Direction, on a form prescribed by said Board, stating the extent of the writer's personal knowledge of the applicant and of his professional work. If at least five of the Corporate Members named as references do not furnish the requisite endorsement, the Secretary shall call upon the applicant for additional names, and not until written communication shall have been received from at least five Corporate Members shall the application be considered by the Board.

In order to insure the fulfillment of these requirements, each applicant for admission or for transfer shall be required to furnish, if possible, the names of persons, whether members of the Society or not, who have personal knowledge of his work in each of the positions enumerated in his application. If possible, he shall name more than five references, and his application shall state in detail the character and extent of the works on which he has been engaged, and the degree to which he was responsible for their design and execution.

In considering the requirements for the grade of Member, the words "responsible charge of work" shall be interpreted to refer to work of considerable magnitude for which rule-of-thumb methods are not sufficient.

Applications of engineers not resident in North America, and who may be so situated as not to be personally known to five Corporate Members, may be recommended for ballot by five members of the Board of Direction, after having secured evidence sufficient, in their opinion, to show that the applicant is worthy of admission.

2.—At stated periods, to be determined by the Board of Direction, there shall be issued to each member in any grade whose address is known, a list of all new applications received for admission or for transfer, which list shall be dated and shall contain a concise statement of the record of each applicant and the names of his references, with a request that members transmit to the Board any information in their possession which may affect the disposition of the application. Not less than twenty days after the issue of such list, the Board of Direction shall consider these applications, together with any infor-

mation in regard to the applicants that may have been received; may make further inquiries, if deemed expedient; shall classify the applicant with his consent, and on applications for admissions shall vote thereon by ballot.

The Board shall have the power to elect persons to any grade, and to transfer persons from any grade to a higher grade of membership, and shall notify the membership of its action.

3.—The ballots shall be letter-ballots, in a form to be prescribed by the Board of Direction. They shall be mailed to each member of the Board of Direction, and shall state the date on which the ballot is to be canvassed, which shall be not less than twenty days after the issue of the ballot. In case of exclusion, no notice thereof shall be entered on the minutes, but the candidates shall be notified.

A rejected applicant may renew his application for membership or transfer at any time after the expiration of one year from the date of the ballot rejecting his previous application.

4.—All elected candidates shall be duly notified and shall subscribe to the Constitution and Rules of the Society. Forms for these purposes shall be prescribed by the Board of Direction. If these provisions are not complied with within six months from the notification of election, such election shall be considered void unless for special reason the time shall be extended by the Board of Direction.

Membership of any person shall date from the day of his election.

ARTICLE II.—Payment of Dues.

1.—Dues shall be payable annually in advance on January 1st. Persons elected after six months of any calendar year shall have expired shall pay only one-half of the annual dues for that year. A person transferred from any grade to a higher grade shall pay the difference between the entrance fees of the two grades and his annual dues shall be those of the higher grade.

2.—The Secretary shall notify each member at his last address appearing upon the books of the Society of the amount due for the ensuing year, at the time of giving notice of the Annual Meeting.

3.—Any person whose dues are more than three months in arrears shall be notified by the Secretary. Should his dues not be paid when they become six months in arrears, he shall lose the right to vote or to receive the publications of the Society. Should his dues become nine months in arrears, he shall again be notified in form prescribed by the Board of Direction, and if such dues become one year in arrears, he shall forfeit his connection with the Society. The Board of Direction, however, may, for cause deemed by it sufficient, extend the time for payment and for the application of these penalties.

4.—The Board of Direction may, for sufficient cause, temporarily excuse from payment of annual dues any member who from ill health, advanced age, or other good reason assigned, is unable to pay such dues; and the Board may remit the whole or part of dues in arrears, or accept in lieu thereof, desirable additions to the library, or collections.

5.—Every person admitted to the Society shall be considered as belonging thereto and liable for the payment of all dues until he shall have resigned, been expelled, or have been relieved therefrom by the Board of Direction.

ARTICLE III.—Management.

1.—The Board of Direction shall manage the affairs of the Society in conformity to the laws under which the Society is organized and the provisions of the Constitution. It shall direct the investment and care of the funds of the Society; make appropriations for specific purposes; act upon applications for membership as heretofore provided; take measures to advance the interests of the Society; appoint all its employees; and generally direct its business. The Board of Direction shall make an annual report at the Annual Meeting, transmitting the report of the Treasurer and of other officers, and of Committees.

2.—The President shall have general supervision of the affairs of the Society. He shall preside at meetings of the Society and of the Board of Direction at which he may be present, and shall be *ex-officio* member of all committees. He shall deliver an address at the Annual Convention.

The Vice-Presidents in order of seniority shall preside at meetings in the absence of the President, and discharge his duties in case of absence or disability of the President.

3.—The Secretary and the Treasurer shall be Corporate Members of the Society. They shall be appointed each year by the Board of Direction at the second meeting held after the Annual Meeting, or at an adjourned, or subsequent meeting, and shall hold office during the pleasure of the Board of Direction or until their successors are appointed, provided that a majority of the whole Board of Direction shall be required to appoint them or to terminate their service within the year. This vote is to be given, if necessary, by letter. In case of termination of service of either the Secretary or the Treasurer a successor may be elected at the second, or any subsequent meeting held thereafter, by the Board of Direction.

4.—The Secretary shall be, under the direction of the President and Board of Direction, the executive officer of the Society.

He will be expected to attend all meetings of the Society and of the Board of Direction; prepare the business therefor, and duly record the proceedings thereof.

He shall see that all moneys due the Society are carefully collected, and without loss transferred to the custody of the Treasurer.

He shall carefully scrutinize all expenditures and use his best endeavor to secure economy in the administration of the Society.

He shall personally certify the accuracy of all bills or vouchers on which money is to be paid, and shall countersign the checks drawn by the Treasurer against the funds of the Society, when such drafts are known to him to be proper and duly authorized by the Executive Committee.

He shall have charge of the books of account of the Society, and shall furnish monthly to the Board of Direction a statement of receipts and expenditures under their several headings, and also a statement of monthly

balances. He shall present annually, to the Board of Direction, a balance sheet of his books, as of the 31st of December, and shall furnish, from time to time, such other statements as may be required of him.

He shall conduct the correspondence of the Society and keep full records of the same.

He shall have charge of the Society's rooms and their contents; shall supervise the work of all employees of the Society, and see that they diligently perform their respective duties.

He shall perform all other duties which may from time to time be assigned to him by the Board of Direction.

5.—The Treasurer shall receive all moneys and deposit the same in the name of the Society. He shall invest all funds not needed for current disbursements, as shall be ordered by the Board of Direction. He shall pay all bills, when certified and audited, as provided by these By-Laws and by rules to be prescribed by the Board of Direction. He shall make an annual report and such other reports as may be prescribed by the Board of Direction.

The Board of Direction shall secure satisfactory surety for the faithful performance of the duties of the Secretary and of the Treasurer.

6.—The Board of Direction may appoint an Assistant Secretary, who shall aid the Secretary and be under his immediate direction. The whole time of the Secretary and the Assistant Secretary shall be given to the Society.

7.—The Secretary and the Treasurer shall be paid salaries to be determined by the Board of Direction.

ARTICLE IV.—Committees.

1.—The Board of Direction shall meet within twenty days after the Annual Meeting, and shall then appoint the following standing committees:

An Executive Committee, as provided in Section 3 of Article VI of the Constitution.

A Public Relations Committee.

A Committee on Publications.

A Committee on Special Committees.

All committees shall report to the Board of Direction and perform their duties under its supervision.

2.—The Executive Committee shall have immediate supervision of the financial affairs of the Society; shall employ an expert accountant to audit the accounts monthly; shall approve all bills before payment, and shall make recommendations to the Board of Direction as to the investment of moneys, and as to other financial matters.

3.—The Public Relations Committee shall consist of five members, one from each of the Vice-Presidential zones and one from the Board of Direction. It shall consider and report to the Board of Direction upon such matters of public policy and professional relations as the Board may refer to it and shall call the attention of the Board, from time to time, to such matters affecting the welfare of the Society, or its members, or the Engineering Profession, as in

its opinion should receive consideration or action on the part of the Board of Direction or of the Society.

4.—The Committee on Publications shall consist of five members, at least one being a member of the Board of Direction. It shall have general supervision of the publications of the Society, and of the performance of contracts and expenditures connected therewith, and shall be authorized to make general rules for the preparation and presentation of papers.

5.—The Committee on Special Committees shall consist of three members of the Board of Direction and shall oversee, on behalf of the Board of Direction, all the work of special committees, and pass upon and approve all the expenditures of such special committees, and shall from time to time make a recommendation to the Board of Direction concerning the progress of the work of such special committees with recommendation for further work or modification of or cessation of work of such special committees.

6.—The Board of Direction may from time to time appoint such special committees as in its judgment may be necessary.

7.—Such special committees shall, except where otherwise specifically directed or authorized by the Board of Direction, be subject to the following rules and procedure:

Government.—All special committees shall report on all matters relating to procedure and expenditures to the permanent Committee on Special Committees of the Board of Direction, which Committee is charged with overseeing, on behalf of the Board, all the work of special committees and the approval of all expenditures of such special committees.

Personnel.—Appointments on committees are made by the Board of Direction from the membership of the Society, and will continue from year to year, except when changes are announced by the Board. Before members are appointed, the Board shall have their assurance that the work of the Committee will have their interest and co-operation. A member of any Committee who does not take an active interest in its work and does not regularly attend its meetings during the year, nor render adequate service by correspondence, may be relieved, and the vacancy filled by the Board. A member of a special committee may retire as such upon request given in writing to the Board.

After the Board of Direction has appointed the Chairman of a special committee, the Board will consult with the Chairman as to the personnel of the committee. Additional appointments on existing committees shall be made only on the recommendation of, or with the approval of, such committees.

Funds.—The Chairman of each special committee, as soon after the appointment of the committee as possible, shall prepare, and submit to the Board, a budget of itemized expenses covering the requirements of the committee for the remainder of that year; thereafter he shall submit a yearly budget to be tendered not later than December 31st. These budgets shall be scrutinized and such appropriations approved as may, in the judgment of the Board of Direction, be considered expedient. All bills submitted by a special committee must bear the approval of its Chairman and Secretary.

Expenses.—No member of a special committee shall receive a salary for his services as such, nor any per diem allowance in addition to mileage. Expenses

for items other than stationery and postage shall not be assumed by the Society, unless such expenditures were incurred in pursuance of previous authorization of the Board or referred to in the annual budget.

Extraordinary expenses, such as purchase of instruments, salaries of special employees and traveling expenses, must be specifically authorized and approved by the Chairman of the committee concerned. The Chairman of each special committee shall return its tangible property and records to the Society on the completion of its work.

Officers.—The officers of special committees shall be a Chairman, appointed by the Board of Direction, and a Secretary, elected by the Committee, who shall assume their duties immediately after appointment.

Duties of Officers.—The Chairman shall preside at all meetings of the Committee, appoint all sub-committees unless otherwise directed, and be *ex-officio* a member of all sub-committees.

The Secretary of the Committee will be expected to attend all meetings of the committee, keep a roll call of the members in attendance, and record the minutes in a book kept for that purpose; and

(*a*).—He shall conduct the correspondence, and receive all communications addressed to the committee, and furnish each member a complete copy of all communications.

(*b*).—He shall read the minutes at all meetings, and issue notices for all meetings and promptly inform sub-committees of their appointments and duties.

(*c*).—He shall keep a memorandum of all expenses of the committee. He shall prepare an abstract of the minutes of all meetings and forward same to the Board of Direction for publication in the monthly *Proceedings,* and shall perform such other duties as may be required of him.

Meetings.—The committee shall hold a meeting as soon as practicable after its appointment, at which time Sub-Committees on Organization and Scope of the work contemplated shall be appointed.

At least two regular meetings of the committee shall be held each year, the time and place to be fixed by the Chairman; special meetings may be called at the option of the Chairman or at the request of the majority of the committee; due notice of such meetings to be given to the Secretary of the Society and to the members of the committee.

Reports.—Each special committee shall make either a progress or final report of the work accomplished by it during the year, for presentation to the Annual Meeting. The reports of Special Committees shall be filed with the Secretary of the Society at least 60 days before the Annual Meeting.

No final action on committee reports may be taken except at a meeting called for that purpose. Final reports shall receive the approval of a majority of those voting. Dissenting members may present minority reports individually or jointly. Those refraining from voting shall be named in the report. The printing of all reports of special committees shall be executed through the Standing Committee on Publications.

ARTICLE V.—Student Chapters.

1.—A Student Chapter in affiliation with the American Society of Civil Engineers, composed of students of schools of engineering of recognized reputation, may be organized upon favorable vote by the Board of Direction. The name of such an affiliated society shall be "The..................* Student Chapter of the American Society of Civil Engineers."

2.—The qualifications required of a proposed Student Chapter shall include:

(*a*).—An organization of students in an engineering school of high standing;

(*b*).—The endorsement of the application by the head of the civil engineering department;

(*c*).—A minimum membership of twenty students.

3.—Each Student Chapter shall establish its own rules of government and procedure which shall conform with any regulations which may be formulated by the American Society of Civil Engineers. It is also intended that each Student Chapter shall control the occurrence and character of its own meetings; but the American Society of Civil Engineers desires especially to aid in promoting the success and value of student chapters by frequent consultations and advice, as well as by arranging for speakers, on request, whose addresses will broadly supplement the class-work of the members. Each Student Chapter is authorized to communicate direct with the Local Section or local members in whose territory it is situated, to arrange for speakers and for other co-operation.

4.—Each Student Chapter shall submit an annual report, not later than the last day of December of each year, which shall include

(*a*).—A summary statement of the meetings held during the calendar year; giving the date of each, the attendance, the principal speaker and his subject, and other pertinent information;

(*b*).—Names of the officers, and of the members by classes, at the date of the report.

5.—Any address or paper read before a Student Chapter may be offered for publication to the American Society of Civil Engineers under the general provisions established for this procedure, and shall be submitted to the Board of Direction when requested by the said Board or when such Chapter desires to publish it in a local journal or elsewhere; it being understood that the privilege of priority in publications exists in the American Society of Civil Engineers, though the Society claims no exclusive copyright upon such papers.

6.—The annual dues of each Student Chapter shall be $10.00 per year, which, under provisions approved by the Board of Direction, shall entitle it to the following:

(*a*).—A copy of each issue of the *Proceedings* of the American Society of Civil Engineers and of all papers and discussions;

* Insert the name of the educational institution at which the particular Student Chapter is situated, for example, "Stanford University."

(*b*).—The opportunity to publish notices of its chapter activities, etc., in publications of the American Society of Civil Engineers;

(*c*).—The active co-operation of the American Society of Civil Engineers in advancing the interests of each Student Chapter by contributing (from its organization, membership, and experience) such service as may be mutually arranged.

The annual dues shall apply to the current fiscal year and shall be payable in advance, due January 1st. The Secretary of the American Society of Civil Engineers shall send out bills for dues each December for the following year. Student Chapters admitted on or after July 1st of each year shall pay $5.00 only for the balance of the current fiscal year.

7.—Among the privileges offered to the members of Student Chapters are:

(*a*).—Individual subscription to the *Proceedings* of the American Society of Civil Engineers at a special price of $3.00 per year;

(*b*).—To receive at cost, on request, copies of such separate papers as may be printed in pamphlet form;

(*c*).—To use on all official stationery the special official emblem prescribed in Section 8;

(*d*).—A membership card, of special design, prescribed in Section 9, to be issued annually;

(*e*).—The right to attend the meetings and accompany inspection trips and excursions arranged for members of the American Society of Civil Engineers;

(*f*).—Provision for the publication of requests for summer employment during the college course, or for permanent engagement after graduation on such terms as the Board of Direction may prescribe; and

(*g*).—The opportunity to hear, on special occasions, speakers whose personal experiences qualify them to speak with authority upon the many questions which are of particular importance to the student during his college course.

8.—The official emblem for stationery for Student Chapters shall be in strict accord with a standard design, as prescribed by the Board of Direction.

9.—The membership cards shall be supplied and signed by the Secretary of the American Society of Civil Engineers, in accordance with official annual lists furnished by the secretaries of the Student Chapters.

10.—Applications for admission of Student Chapters to the American Society of Civil Engineers shall be in a form prescribed by the Board of Direction.

11.—A Student Chapter may be disbanded upon the approval of the Board of Direction, provided its annual dues for the current calendar year have been paid. The Board of Direction may discontinue a Student Chapter if its annual dues are not paid promptly, or if it becomes inactive, or if its continuance is considered not for the best interest of the Society.

ARTICLE VI.—Meetings.

1.—Business meetings of the Society shall be held monthly on the first Wednesday of each month, except during the months of July and August. In addition to the Annual Meeting and the Annual Convention, meetings for the reading and discussion of papers shall be held as ordered by the Board of Direction.

2.—The order of business at meetings of the Society unless otherwise provided shall be as follows:

Annual Meeting.

Appointment of Tellers to Canvass Ballot for Officers.
Report of the Board of Direction.
Report of the Secretary.
Report of the Treasurer.
Reports of Special Committees.
Announcements and Reports by the Secretary.
Report of Tellers to Canvass Ballot for Officers.
New Business.

Regular Business Meetings.

Minutes.
Announcements by the Secretary.
New Business.
Presentation of Papers.

ARTICLE VII.—(Transitory.)

At least thirty days before the Annual Meeting to be held in the month of January in the year 1922, there shall be mailed to every Corporate Member whose address is known, a letter-ballot with envelopes for voting. This ballot shall include the names and residences of all persons nominated in accordance with the provisions of Article VII of the Constitution as in force up to the time of the going into effect of this amendment, with the grades of membership, and, in the case of nominees for Directors, the number of the district in which they reside; and in addition thereto such additional "Nominations by Declaration" as shall be made and filed with the Secretary before the first day of December, 1921, in accordance with the provisions of Section 7 of Article VII of the Constitution as amended. Under the names of the nominees for each office so printed, there shall be provided a space for the use of the voter if he desires to substitute another name. "Nominations by Declaration" shall be distinguished by some convenient marking or words. There shall also be printed on the ballot the names of the Nominating Committee as created by Section 2 of Article VII of the Constitution as in effect prior to November 1st, 1921, with the numbers of the Districts which the appointed members represent, and also in a separate list thereon the names and residences of the signers of each "Nomination by Declaration". The voters may strike out the name of any nominee printed on the ballot for whom they do not wish to vote and may substitute therefor in writing or by paster the name of any person eligible for the office, but the number of names voted for for any office shall

not exceed the number of persons to be elected to such office. Ballots not complying with these provisions shall be rejected.

The conduct of the election at the Annual Meeting to be held in January, 1922, shall in all other respects be as provided in Sections 9 and 10 of Article VII of the amended Constitution.

Directions in accordance with these provisions shall be issued with the ballots.

This By-Law is transitory and is to provide only for the procedure at the Annual Meeting in January, 1922, and this By-Law shall thereafter be void and of no effect.

Letter from Parker and Aaron *in re* Legality of Proposed Constitution and By-Laws

New York, June 1, 1921.

Elbert M. Chandler, Esq.,
Acting Secretary, American Society of Civil Engineers,
29 West 39th St., City.

Dear Sir:

Pursuant to your request, we state herewith our opinion as to the legality of the proposed revised Constitution of your Society approved at the Annual Convention held April 27th to 30th, 1921, and presently to be submitted to the vote of your Corporate Members pursuant to the provisions of Article IX of your existing Constitution.

The American Society of Civil Engineers became a body corporate under the laws of the State of New York by the filing in the year 1877 of a Certificate of Incorporation under the provisions of Chapter 319 of the Laws of 1848, the certificate having been approved by a Justice of the Supreme Court. This certificate of incorporation required merely the setting forth of the name of the Society, its business and objects, the number of its trustees and the location of its principal office. The Act of 1848 provided that a corporation so duly organized might "make by-laws for the management of its affiairs, not inconsistent with the Constitution and Laws of this State or of the United States". Pursuant to that authority, a Constitution containing various provisions was adopted and has been from time to time amended.

The corporation is at the present time subject to and governed by the provisions of the Membership Corporations Law of the State of New York, which supersedes the Act of 1848. The Membership Corporations Law provides:

"By-Laws of a membership corporation created by or under a general or special law may be divided into different classes and designated as Constitution, By-Laws, Rules, Regulations, or otherwise, and may provide different methods for amending and repealing such classes respectively."

The matters which may be embraced in such By-Laws are specified in the Membership Corporations Law as follows:

"The by-laws of any such corporation may make provisions, not inconsistent with law or with its certificate of incorporation, regulating the admission, voluntary withdrawal, censure, suspension and expulsion of members;

the fees and dues of members and the termination of membership on non-payment thereof or otherwise; the number, times and manner of choosing, qualifications, terms of office, official designations, powers, duties and compensation of its officers; what shall constitute a vacancy in the office of any such officer and the manner of filling it; the number of members, not less than one-third, or, if one-third be nine or more, not less than nine, whose presence shall be necessary to constitute a quorum at its meetings; the qualifications of voters at its meetings; the eligibility of members to be directors; and the classification of its directors into not more than five classes, so that the term of office of all the directors of one class only shall expire each year, and that the term of office of their successors shall be as many years as there are classes, but not so as to change the term of office of any director then in office."

As authorized by the statute, your present Constitution, which is in the statutory nomenclature a by-law, embraces provisions for its own amendment, which, having been heretofore duly adopted, apply to and control the proposed revised Constitution. The provision applicable thereto is Paragraph 3 of Article IX which provides as follows:

"Amendments presented to the Secretary not less than sixty days previous to the date of the Annual Convention shall be sent by letter to the several Corporate Members of the Society, at least twenty-five days previous to the Annual Convention. Said amendments shall be in order for discussion at the Business Meeting during such Annual Convention, and may be amended in any manner pertinent to the original amendments by a majority vote of the Business Meeting during the Annual Convention, and, if so amended, shall be voted upon by letter-ballot in form as amended by said Business Meeting; if not so amended, they shall be voted upon by letter-ballot as submitted. The vote to be counted at the first regular meeting in October."

The revised Constitution was presented to the Secretary as a proposed amendment to the present Constitution, reduced to writing and signed by not less than five corporate members not less than sixty days previous to the Annual Convention held April 27th, 1921, and was thereupon sent by letter to the several Corporate Members of the Society at least twenty-five days previous to the Annual Convention. At the business meeting during this Annual Convention it was amended by seven minor amendments recommended by the Committee on Referred Amendments. As so amended, it should be voted upon by letter-ballot of the Corporate Membership and the vote thereon should be counted at the first regular meeting of the Society in October, 1921. An affirmative vote of two-thirds of the ballots cast is required for the adoption of the amendment, and if so adopted it will take effect thirty days after such adoption; in other words, thirty days after the first regular meeting in October, 1921.

The form, therefore, of the proposed Constitution and By-Laws and the procedure under way for its submission to the Corporate Members is, in our opinion, in accordance with the statutory provisions and the requirements of your existing Constitution.

There remains the question whether the substance of the proposed revised Constitution and By-Laws is within the corporate powers of your Society. The minor amendments approved at the Annual Convention do not raise any new question, and we therefore repeat the opinion which we rendered to the

Chairman of the Committee on Referred Amendments in our letter of February 18th, 1921, reading as follows:

"In our opinion, the provisions of the Constitution and By-Laws as now revised, do not conflict with any of the statutory provisions of this State. Your Society since its beginning, in common with other large societies having a general similar organization, has provided for annual conventions outside of the State, and for the election of officers by letter-ballot of members. This practice is retained in the present Constitution. While there is no express authority for the procedure as to these two matters contained in the New York State Law, we do not believe that the retention of these provisions will ever produce any legal difficulty that cannot readily be obviated at the time, and the advantage of holding the Annual Convention, for example, outside the State and in having the members vote by letter-ballot, is so obvious that we feel the Society is fully justified as a practical matter in following the usual practice.

"With respect to the Board of Direction, the Constitution makes general provisions. The Board will realize that in carrying out the duties and powers conferred upon them, they are of course subject to the requirements of the New York State Statutes, which in various matters limit or prescribe the form of their activities. We see, however, no occasion for referring to those limitations in more detail than is already done in the Constitution and By-Laws, assuming of course that when any particular matter comes up about which there might be question, the Board of Direction will comply with the statutory procedure."

We call attention to the fact that by reason of the provisions of the statute regarding by-laws, the adoption of the revised Constitution will not "change the term of office of any Director then in office", so that the tenure of the existing Past-Presidents as Directors would not be affected by the adoption of the revised Constitution, for they will be entitled to serve out the respective terms which they would hold under the existing Constitution.

Very truly yours,

PARKER AND AARON.

ITEMS OF INTEREST

This Society is not responsible for any statement made or opinion expressed in its publications.

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax. A gift for research is a productive investment.

The Foundation is compiling a directory of the hydraulic laboratories of the United States, and is planning an investigation of industrial education and training. It undertakes useful researches which do not promise profits sufficient to tempt industrial organizations to undertake them, researches which should be made under disinterested auspices, and researches which lie outside the province of Government bureaus.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

Entertainment of Delegation from American Engineering Societies in England and France

On June 28th, 1921, a Council Dinner was given by the Institution of Civil Engineers in honor of the visiting delegates from the American Engineering Societies sent to England and France for the purpose of presenting the John Fritz Medal to Sir Robert A. Hadfield and to Mr. Charles Prosper Eugene Schneider. In transmitting fraternal greetings from the American Society of Civil Engineers and an appreciation of the work done by the British engineers during the World War, Charles T. Main, M. Am. Soc. C. E., Chairman of the representatives of the Society on this delegation, made the following brief address:

"Mr. Chairman, Mr. President, and Members of the Council of the British Institution of Civil Engineers:

"The American Society of Civil Engineers has requested its members who are among the delegation of American engineers to the meetings of the British engineers, to extend to the Institution of Civil Engineers a word of greeting and appreciation for the great work which the British engineers performed in the recent war, and to urge a continuance of the cordial relations which have existed so long between the engineers of both countries.

"The word of appreciation is extended also to the other branches of the Engineering Profession in Great Britain, and it is with great satisfaction that the members of the deputation transmit this message to you all.

"It is extremely unfortunate that there are agencies at work to overturn the old form of government in this country and to sow dissension and possibly create strife between our two countries. The character and common sense of the people of your country will overcome the first, and it is the duty of all serious thinking people to endeavor to counteract the effect of the second, and to do all in their power to continue the friendly and helpful relationship of the two countries.

"And so we are here to express the appreciation of the Engineering Profession, which is composed largely of men who think straight, of the high purposes and mighty actions of the thinking of your country, and to pledge so far as we are able, the support of our people in the maintenance of the proper conduct of the affairs of both countries in a united effort to maintain civilization on a high level.

"The united efforts of Great Britain, France, and the United States of America, will make a strong force in this direction.

"There must of necessity be differences of policy in the affairs of the different countries, but if these differences are understood there will be no dissension.

"I have no authority for saying it, but it is my opinion that, in due season, when it can be worked out to the satisfaction of the majority of those in power in the United States, that there will be some sort of working agreement between the two countries with reference to world affairs.

"Your country has suffered enormously in comparison with our's during the great war in lives and money. Your problems of readjustment are more acute than our's, but many of the problems are fundamentally the same in character. Many of the problems are largely of an engineering nature and the engineers of America are confident that if they are given the opportunity, they can be of assistance to the Government and to private enterprises in the adjustment of some of these problems.

"The most acute problems in both countries is one of human engineering, namely, the readjustment of labor and, by labor, I mean all those who work with their hands or brains. The liquidation of labor is only one phase in the

problem. The realization of the necessity of greater efficiency or productivity is fully as essential.

"It is the duty of the engineers, personally and collectively, to do whatever they can or are allowed to do toward a fairly satisfactory solution of this broad question.

"The solution of these varied problems should be somewhat similar in the two countries, and with a medium of communication the efforts of each should be helpful to the other. You are fighting our industrial battles. If you fail we shall be obliged to take up the fight with greater vigor.

"The engineers of America would welcome the opportunity of being in any way helpful to the British engineers or to the industries of the British Empire."

This dinner was the first official function participated in by the American engineers, and was followed by the James Forrest Lecture on "Fuel Problems of the Future" by Sir George T. Beilby.

The Engineering Conference held under the auspices of the Institution of Civil Engineers, was opened on June 29th, 1921, by the President, Mr. John A. Brodie, who welcomed the American engineering delegates. Mr. Brodie was followed by Ambrose Swasey, Hon. M. Am. Soc. C. E., who replied to the speech of welcome and by Dr. Ira N. Hollis. The presentation of the engrossed resolutions and of the John Fritz Medal to Sir Robert A. Hadfield, and his reply, ended the ceremonies.

On the following days, the members of the delegation attended the meetings of the Conference and made excursions to various engineering works. The official functions and entertainments were briefly as follows: A luncheon on June 29th, 1921, at Goldsmiths' Hall, given by the Iron and Steel Institute, the Institution of Mining Engineers, Institute of Mining and Metallurgy, the Institution of Mechanical Engineers, and the Institution of Electrical Engineers. The evening was devoted to an exhibition of photographs of war areas by the Institution of Civil Engineers. On June 30th, 1921, there was a meeting at the headquarters of the Institution of Mechanical Engineers with an address of welcome by the President, Capt. H. Riall Sankey; and in the evening a dinner was tendered the delegates by the Institution of Electrical Engineers at the Royal Palace Hotel, which was followed by a Conversazione at the Natural History Museum. On July 1st, 1921, there was a dinner with the Council of the Institution of Mechanical Engineers at the St. Stephen's Club. This dinner was followed by a reception to the delegates by Sir Robert and Lady Hadfield.

During the visit of the delegation to London, Honorary Membership was conferred by the Institution of Mechanical Engineers on Mr. Swasey, and Mr. Charles F. Rand was made a Honorary Member of one of the Institutions of Mining Engineers.

On July 5th, 1921, the members of the delegation went to Paris, France, and, on July 8th, the official meetings with the French engineers were held as follows: A reception by M. G. Eiffel in his apartments on the Third Stage of the Eiffel Tower, which was followed by luncheon on the First Stage of the Tower. The luncheon was attended by many French engineers and others of prominence, and the members of the delegation were welcomed by M. Chagnaud, President, Société des Ingénieurs Civils de France, to which

welcome Dr. A. E. Kennelly replied in French. In the evening there was a meeting with the French Society at its building, at which the President of the Society again welcomed the members of the delegation. Mr. Swasey responded and was followed by Dr. Hollis who made an address and presented the engrossed resolutions to the French Society. Mr. Jesse M. Smith explained the purpose of the John Fritz Medal in French, and Mr. Swasey presented the medal to Mr. Charles Prosper Eugene Schneider who replied first in English and then in French. The order of the Legion of Honor was conferred on Mr. Swasey.

There was an "Excursion de la Société à Chambery, Grenoble, les Alpes, and Marseille," which left Paris on the night of July 10th, 1921, and returned on July 17th, in which Messrs. John R. Freeman and Robert A. Cummings, Members, Am. Soc. C. E., took part. There was also a visit to the Creusot Works.

In connection with the visit of the delegation from the American Engineering Societies to England and France, Mr. Main writes as follows:

"The results of our visit may not be apparent on the surface, but I am sure that the engineers have assisted in cementing closer the cordial relations and friendship already existing between the engineers of Great Britain and France and the engineers of America, and that the cumulative result of such meetings as the Engineering Conferences, the Second World Cotton Conference, * * * the International Chamber of Commerce, * * * the Rotary Clubs, the Bankers Association, and similar bodies, must be of assistance in clearing away misunderstandings and bringing the countries closer together."

PROPOSED WELCOME TO DELEGATION OF AMERICAN ENGINEERS.

The delegation of American Engineers will be welcomed at a dinner to be held in their honor at 6.30 P. M., on Monday, October 10th, 1921, at the Engineers' Club, 32 West 40th Street, New York City.

Suggestions for Comprehensive Programme for Highway Research

In a paper presented before the Conference on Highway Economics, held at the University of Maryland, Baltimore, Md., on July 27th, 1921, W. K. Hatt, M. Am. Soc. C. E., who was recently appointed Director of the Advisory Board on Highway Research of National Research Council,* stated that "the field of research on cost of vehicle operation arising from the road surface and from the vehicle itself, must be kept in the foreground", and that "for the purpose of a co-ordinated and comprehensive programme of Highway Research, the writer has been endeavoring to bring into the picture all the elements of the situation in Highway Transport; Engineering, including Vehicle and Road; Economics of Transportation; Administration; Finance."

In the course of his remarks, Director Hatt also asked the following fundamental questions relative to Highway Transport, stating that they could not be answered completely without data which are unavailable at present:

"The Transport Unit:

"(1) What is the economical highway truck unit for each of the several situations, *e. g.*, intercity, farm to market? What is the cost of transport arising from vehicle and from road?

* *Proceedings*, Am. Soc. C. E., August, 1921, p. 611.

"(2) What is the relation of this economical unit to other systems of transport, *e. g.*, electric and steam, in a unified system?
"(3) To what extent, as a matter of public policy, should any transport unit be indirectly subsidized?
"(4) What traffic regulations should be imposed on such economical unit over other types of road? What fees should be charged for service rendered to vehicle by the road?
"(5) What should be the proportion of the total traffic supplied by such economical unit to justify a special design of road for such unit?
"(6) What prediction can be made of future changes in general traffic and what is the influence of these on the economics of the present situation?
"(7) How should passenger traffic over the highway be evaluated?

"*The Road:*

"(1) What type of road paving should be selected for a specified transport unit?
"(2) If the road cannot be economically fitted to the truck transport unit, can the latter be modified in design to fit the road?
"(3) How should the design of the road and paving be modified to meet changing conditions of subgrade, climate, etc.? How shall subsoils be improved?
"(4) What sum of money is the locating engineer justified in spending to avoid increase in distance, curvature, rise and fall, maximum grade, maximum curve?
"(5) What system of maintenance and organization is best fitted for types of roads, differing in traffic, in materials, and in climate?
"(6) What is the capacity of a road of given width for type of vehicle as expressed in vehicles per hour, ton-miles per year, etc.? What is the appropriate unit for expressing traffic for various purposes?
"(7) (In construction many questions arise in selection, production, and economical use of materials, standardization, and regulation).
"(8) How may the volumetric changes in the roads be overcome?
"(9) What is the economical life of various types of roads, that is, when maintenance charges exceed earning value?

"*Administration:*

"(1) What should be the policy in control of truck and bus transportation systems, terminals, routing, etc.?
"(2) What police regulations should control use of roads?
"(3) What is the best administrative and executive organization for administration and operation of roads?
"(4) What principles should govern the selection of a system of roads in its various parts, as influenced by interstate, intra-state, county, local traffic, etc.?

"*Financing:*

"(1) What should be the method of financing construction and maintenance of roads? What portions of cost from long-term bonds, and what from current funds? What form of bonds should be issued and how create a market for them?
"(2) What should be the relation between life of bonds and economical life of road?
"(3) To what extent do social betterment, military use, that is, social value, and other imponderables enter into highway policy?
"(4) What should be the distribution of costs as between Federal, State, county, township, property benefited, the user, and other units?

"(5) How shall the future maintenance charges on completed road systems be met? Shall the user pay all of these?
"(6) How shall safety be ensured on the roads?"

After presenting these questions, Director Hatt stated that research in Highway Transport is necessary as well as "a mobilization of the efforts of research agencies in a comprehensive programme." In connection with this statement, he explained that the Advisory Board on Highway Research Committee of the Division of Engineering of National Research Council, had undertaken the co-ordination of such research, after which he indicated a means of developing the field of such research by the following studies:

"(1) To develop a traffic census blank. Here, a traffic classification must be made, the purpose of the census determined, and the various forms and instructions standardized.
"(2) In order to determine the cost of transport, a statistical table must be made that notes all the elements of cost; sometimes only a few of these are reported.
"(3) To study the operating costs of elements entering into location of highways, such as distance, grade, curvature.
"(4) To study loads on roads as produced by the vehicle.
"(5) To study design of vehicles with a view to lessening their effects on the road.
"(6) To study supporting power and improvement of subgrades and the relations to design of paving.
"(7) To study resistance of concrete slabs to alternate stresses and to surface loads.
"(8) To study proportioning and use of bituminous materials.
"(9) To study bonding of brick surfaces.
"(10) To study volume changes and the means of meeting them.
"(11) To study operations of concrete mixers.
"(12) To study the organization and economics of construction plans.
"(13) To study sand-clay, top-soil and gravel roads.
"(14) To study cellular and other new types of paving."

In conclusion, Director Hatt stated:

"There is apparently a widespread activity in highway research throughout the United States on the part of the Bureau of Roads, the U. S. Army, the State Highway Commissions, the universities, and of industrial organizations, and an earnest desire to put highway construction on a scientific basis.

"The economical features are under critical examination by organizations such as the National Chamber of Commerce.

"We should be able to express quantitatively the results of a standardized economic survey of a road project, just as in the case of a water-power project, for instance, except for those imponderables which, like social betterment and public policy, influence the conclusions so profoundly.

"It is not too much to say that the situation is critical, and that the sooner those interested come to a basis of fact, the more assurance we will have that the public will not interrupt progress in providing for Highway Transport because of a general feeling of insecurity."

ACTIVITIES OF LOCAL SECTIONS*

Ninety-Seventh Regular Meeting of the San Francisco Section

The Ninety-Seventh regular meeting of the San Francisco Section was held at the Engineers' Club on June 21st, 1921; President F. R. Muhs in the chair; N. A. Bowers, Secretary; and present, also, 79 members and guests.

Mr. N. D. Baker, Chairman of the Excursion Committee, stated that more field excursions were now in order and that he would welcome suggestions from members as to points that would be of interest to visit.

On motion by Mr. E. T. Thurston, Chairman of the Committee on Society Affairs, a resolution to the effect that the Section go on record as endorsing the Constitution as approved at the Houston Convention. This resolution was seconded and carried unanimously.

Messrs. C. E. Grunsky and E. J. Schneider addressed the meeting relative to the vote on the new Constitution of the Society which is to be canvassed in October. Mr. Grunsky also described very briefly the excursions and entertainments held at the Annual Convention in Houston.

The Secretary presented a letter from the Spokane Section which concluded with an appeal for a favorable vote on the new Constitution of the Society.

Mr. J. B. Leonard mentioned a concrete test road which was being constructed by the Columbia Steel Company, and described the means which are being used to test various road designs and reinforcing steels. A cordial invitation was extended to the membership to witness the construction and test of the road.

The Secretary commented briefly on the activities of the San Francisco Engineering Council, stating that the Council is very actively using its influence in a way helpful to the community. He also called attention to the annual programme of the New York Section, which included a study of the problems of the Metropolitan District of New York, and suggested that the present seems to be an opportune time for the officers of this Section to consider ways and means of making its influence useful.

Mr. E. C. Hutchinson presented the following resolution:

"*Whereas*, The Motor Car Dealers Association has taken measures looking toward the providing of improved transportation facilities across San Francisco Bay; and

"*Whereas*, This is a matter of widespread public interest, which is evidenced by approving resolutions of various public and civic bodies; and

"*Whereas*, This is a matter in which we, as Engineers, are particularly interested; now, therefore, be it

"*Resolved*, That the San Francisco Section, Am. Soc. C. E., heartily commends the Motor Car Dealers Association for its interest in, and its intelligent handling of, the preliminary details of the project; and be it further

"*Resolved*, That the San Francisco Section, Am. Soc. C. E., pledges its hearty co-operation in carrying to a completion any feasible project for better transportation facilities to and from San Francisco; and

"*Further*, That notice of the adoption of this resolution be communicated to the San Francisco Engineering Council for such further action as it may deem advisable."

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* For list of Local Sections, Officers, Meetings, etc., see p. 758.

After this resolution had been discussed by Messrs. Hammatt, Snyder, Marx, and Derleth, on motion of Mr. Thurston, it was revised to pledge approval for "any feasible project for better transportation facilities", and in this form was unanimously adopted.

Stating his belief that the resolution did not go far enough, Mr. C. H. Snyder moved the adoption of the following resolution:

"*Resolved*, That the Chairman be empowered to appoint a committee of three to co-operate with the organizations furthering the improvement of communication across San Francisco Bay, and that the Secretary be instructed to write to the Motor Car Dealers Association, advising them of the appointment of such committee."

After a brief discussion, the resolution was seconded and carried unanimously. (The President subsequently appointed as this Committee, Messrs. Francis Betts Smith, Chairman, Luther Wagoner, and Franklin Riffle.)

The speaker of the evening, Mr. H. T. Cory, addressed the Section on "Irrigation Developments on the River Nile", describing his personal experiences during service on an International Commission of Engineers. In the course of his remarks, he reviewed some of the difficult internal problems of the Egyptian Government, and cited figures to show the great size of the irrigation project. He also described briefly the engineering and construction methods of the country.

Resignation of Secretary Bowers and Appointment of New Acting Secretary

At a meeting of the Board of Directors on July 7th, 1921, Mr. Nathan A. Bowers tendered his resignation as Secretary-Treasurer of the Section. Mr. Bowers had served the section as Secretary-Treasurer for about four years, but felt compelled to resign the position on account of increasing business responsibilities to which he would have to confine his future activities.

The Board of Directors appointed Mr. H. D. Dewell as Secretary-Treasurer *pro tem.*

Regular Meeting of Duluth Section

A regular meeting of the Duluth Section was held on June 20th, 1921; President John L. Pickles in the chair; W. G. Zimmermann, Secretary; and present, also, 18 members and 2 guests.

The President introduced the guests, Mr. S. S. Cannett, of the U. S. Geological Survey and Chairman of the Minnesota-Wisconsin Boundary Commission, and Mr. S. B. Shepard, Road Engineer, St. Louis County, Minnesota.

The following Committee appointments for the year 1921-22 were announced: Entertainment, Messrs. O. H. Dickerson, E. K. Coe, E. H. Marks, and E. W. Kelly; Papers and Records, Messrs. J. H. Darling, E. H. Coe, and J. A. Lawrie; Publicity, Messrs. W. E. Hawley, E. H. Dresser, and C. M. Greer; Auditing, Messrs. W. H. Woodbury and H. C. Ash; and Library, Messrs. F. Hutchinson, C. D. Christie, and J. I. Quinn.

Correspondence was read from Elbert M. Chandler, Acting Secretary of the Society, relative to the future publication of all papers and discussions

in *Proceedings,* commencing with the August number, and to the plans and discussions of the New York Section, together with a copy of the programme adopted by the New York Section for its work during the season 1920-21.

A short paper entitled "Reinforced Concrete Piling", describing the various systems and their use, by Mr. E. H. Dresser, was presented by Mr. J. R. Stack. The subject was discussed by Messrs. Dresser, Hawley, Pickles, and Lawrie, and, on motion, duly seconded, it was decided to continue this discussion at the next meeting.

MEETING OF JULY 18TH, 1921.

A regular meeting of the Duluth Section was held on July 18th, 1921; President John L. Pickles in the chair; W. G. Zimmermann, Secretary; and present, also, 15 members and 1 guest, Mr. H. L. Dresser, formerly Chief Engineer of the Duluth, Missabe and Northern Railway.

The minutes of the meeting of June 20th, 1921, were read and approved.

An informal address was delivered by Mr. W. B. Patton on the determination and marking of the boundary line between Minnesota and Wisconsin, which work was only recently completed. This line divides the waters of Duluth-Superior Harbor and the St. Louis River to the first rapids between the two States.

MEETING OF AUGUST 15TH, 1921.

A regular meeting of the Duluth Section was held on August 15th, 1921; President John L. Pickles in the chair; W. G. Zimmermann, Secretary; and present, also, 22 members and one guest.

The minutes of the meeting of July 18th, 1921, were read and approved.

A letter was read from Mr. Richard L. Humphrey, a Director of the Society and Chairman of the Committee on Licensing of Engineers, stating that this Committee had been appointed to report to the Board of Direction on the whole question of the Licensing of Professional Engineers, and asking for the views of the members of the Section on this question. A committee, consisting of Messrs. W. H. Woodbury, J. H. Darling and W. E. Hawley, was appointed to take up this matter in detail and write to Mr. Humphrey directly in regard to it.

A letter from the St. Louis Section in reference to the bill now before Congress, which, if adopted, will place Sanitary Engineers and the U. S. Public Health Officers on a par with Medical Officers in the service, was read, and, on motion, duly seconded, ordered to be filed.

The speaker of the evening, Mr. J. A. Lawrie, presented an entertaining paper on the subject of "Fishing in Northern Minnesota".

Regular Meeting of the Los Angeles Section

The regular meeting of the Los Angeles Section was called to order at the Union League Club on July 13th, 1921; President H. W. Dennis in the chair; F. G. Dessery, Secretary; and present, also, 22 members and 13 guests.

President Dennis presented the speaker of the evening Mr. Eugene E. Prussing, a member of the Chicago Bar, who addressed the Section on the subject of "George Washington as an Engineer and his Engineering Activities". In the course of his remarks, Mr. Prussing who had had access to rare

documents in the archives of the Congressional Library and elsewhere, presented some hitherto little known history of Washington's activities as an engineer.

The subject was discussed by Messrs. C. E. Tait and S. A. Jubb, and, on motion, duly seconded, Mr. Prussing was extended a vote of thanks for his most enjoyable contribution and entertainment.

President Dennis then introduced Mr. Robert M. Allan, a member of the City Council, who promised co-operation in his administration as Councilman with the engineers and the Section. In this connection, President Dennis called attention to a recent letter from the Board of Directors to Mayor George E. Cryer in which the Section pledged itself to co-operate in civic affairs.

Professor Franklin Thomas, Chairman of the Committee on Conservation, presented a report on the Marshall Plan, in which the Committee recommended the adoption of resolutions approving the action of the Legislature in making an appropriation for an investigation of a comprehensive development of the water resources of the State and offering the assistance and co-operation of the Section to the State Engineer in the investigation.

A motion to adopt the report was made by Mr. W. F. Post and seconded by Mr. W. H. Code. After discussion by Messrs. Burr, Dennis, Jubb, Code, LaRue, Anderson, Tait, Comber, Adams, and Morris, it was decided, on motion, duly seconded, that the Secretary be instructed to send copies of the report and resolution to the members of the Section with the notice of the August meeting, inviting them to take part in a full discussion of the subject before final action is taken.

Mr. E. T. Flaherty introduced Mr. Edward James Cattell, Statistician of the City of Philadelphia, who brought the greetings of the Philadelphia Engineers' Club to the Section, which greeting was returned by President Dennis.

Mr. S. A. Jubb, Chairman of the Committee on Building Laws and Regulations, presented a progress report, suggesting changes in the City Building Ordinance. After discussion of the subject by Messrs. Jubb, Flaherty, Reed, Anderson, and Dessery, on motion by Professor Thomas, it was seconded and carried that the Committee's final report, containing conclusions and reasons therefor, be sent to the membership prior to final discussion and adoption.

President Dennis announced the appointment of Mr. E. G. Sheibley as a member of the City Planning Commission to succeed Mr. A. L. Sonderegger who had resigned, and Mr. Post gave a brief résumé of the work and activities of the Commission.

Relative to the appointment of sanitary engineers on the Federal Public Health Board, Mr. George G. Anderson referred to the untiring efforts of Mr. Sheibley in behalf of this matter.

He also called attention to the necessity of a thorough study of the proposed revised Constitution of the Society, suggesting that the matter be discussed not later than the September meeting of the Section.

Mr. Anderson also referred to a recent visit to the flooded areas in and about Pueblo, Colo., and exhibited a number of airplane photographs taken in and about the City of Pueblo and along the Arkansas River.

EMPLOYMENT SERVICE OF THE FEDERATED AMERICAN ENGINEERING SOCIETIES

An Engineering Societies Service Bureau was established December 1st, 1918, as an activity of Engineering Council, managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. On January 1st, 1921, this Bureau was taken over by The Federated American Engineering Societies and is now known as the Employment Service of that organization. It is co-operating with engineering organizations in all parts of the country and is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings,* copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

PARTNER FOR CIVIL ENGINEERING FIRM in New Hampshire. Work mostly surveying and drawing, but there is good field for small construction work. Investment necessary. X–886.

SALES ENGINEER for certain building material specialties, such as concrete inserts and other means for fastening shaft-hangers in industrial buildings; a timber joint connection plate, to be used in all kinds of scaffolding, trestles, and other timber constructions; also special plaster furrings, which at same time serve as damp-proofing. Should preferably be building engineer with several years of practical and selling experience. Application by letter. X–965.

ENGINEERS, more or less prominent, as representatives to sell their plans to builders of garages. Already have representatives in Boston, Springfield, Washington, Cleveland, Detroit, Chicago, and Kansas City. X–1015.

ENGINEER who has had experience both in design and construction of masonry bridges. To qualify for this position it will be necessary to take a civil service examination which probably will be an oral one, and which it is expected will be held in the near future. Location New York City. X–1016.

ENGINEER who has had experience in general construction work. To qualify for this position it will be necessary to take a civil service examination which probably will be an oral one, and which it is expected will be held in the near future. Location New York City. X–1017.

U. S. CIVIL SERVICE EXAMINATIONS

APPLY TO U. S. CIVIL SERVICE COMMISSION, WASHINGTON, D. C.

HYDROGRAPHIC AND TOPOGRAPHIC DRAFTSMAN. Applications will be rated as received until further notice. To fill vacancies under U. S. Coast and Geodetic Survey for duty in Washington, D. C., and Field Station, Manila, Philippine Islands, at entrance salaries ranging from $1 600 to $2 000, with a bonus of $20 a month if services are satisfactory. Candidates not required to report for examination at any place, but will be rated on the following subjects, the relative weights being given (ratings based on sworn statements in applications and corroborative evidence): (1) Education, training and experience, 60; (2) drawing and lettering, 40. Prerequisite: (*a*) two years of engineering course in college, university, or technical school of recognized standing; (*b*) graduation from a four years' high-school course or the completion of a course of study equivalent to that required for such graduation; and the successful completion of three full years of formal study in an institution of college grade, including courses in mathematics and physics. Physical examination required, also unmounted photographs taken within two years.

JUNIOR ENGINEER AND DECK OFFICER, U. S. Coast and Geodetic Survey, examination October 19th and 20th, 1921; entrance salary $2 000 per year, increased to $2 240 after one month if service is satisfactory. Vacancies in various commissioned grades will be filled by promotion of eligibles from this examination after at least six months experience in the temporary grade of Junior Engineer and Deck Officer. Subjects and weights: (1) mathematics, including trigonometry, analytics, me-

chanics, and calculus, 15; (2) practical computations, 20; (3) modern languages, 10; (4) astronomy, especially determination of latitude, longitude, time, and azimuth, and use of field instruments, 20; (5) physics, including optics, magnetism, etc., 15. (6) surveying, plane and geodetic, 20. Time allowed, two days of six hours each: (1), (2), and (3) on the first day and (4), (5), and (6) on the second day. Slide rule allowed and logarithmic tables furnished. Prerequisite: Graduation from college, university, or technical school of recognized standing with degree of B. S. or C. E. Physical examination required, also photographs on day of examination.

COMPUTER, U. S. Coast and Geodetic Survey, examination November 2d and 3d, 1921; salaries ranging from $1 400 to $2 000 per year, with a bonus of $20 a month for appointees whose services are satisfactory. Subjects and weights: (1) mathematics, including trigonometry, mechanics, analytics, and differential and integral calculus, 35; (2) astronomy, physics, and surveying, 25; (3) practical computations, 30; (4) foreign languages (French, Italian, Spanish, or German), 10. Subjects (1) and (2) will be given on the first day, and Subjects (3) and (4) on the second day; logarithmic tables will be furnished in connection with Subject (3). Prerequisite: Graduation with a degree from an educational institution of recognized standing, with major work in mathematics, mathematical physics, or engineering. Physical examination required, also photograph on day of examination.

MEN AVAILABLE

DESIGNER, Assoc. M. Am. Soc. C. E., technical graduate, age 38, married. Fifteen years' experience on large hydro-electric, water supply, sewerage, and industrial building developments. Refer to past employers. Location in or near New York City. CE–253.

ENGINEER, executive, practicing, consulting, wishes to become associated with Architect, Engineer, or Contractor having established practice. Fifteen years' broad experience, planning, designing, and construction of all kinds of buildings, and reinforced concrete bridges. Especially proficient in fire-resistive construction, safety to life, fire-prevention, reinforced concrete, and difficult construction problems. CE–254.

GRADUATE CIVIL ENGINEER and Construction Superintendent, Assoc. M. Am. Soc. C. E., age 33; degree 1908. Twelve years' experience, roads, bridges, surveys, sewers, water-works, and concrete industrial buildings, including design, inspection, and superintendence. Recently, Captain, Construction Division, U. S. A., two years in charge of war work. Available at once. Location immaterial. CE–255.

GRADUATE ENGINEER, Assoc. M. Am. Soc. C. E., age 39, married. Fifteen years' experience along construction lines, including design and erection of large concrete structures; also had experience in hydraulic engineering, dredging, streets, and pavements. Plant Engineer at large steel shipyard during war; now completing work as Construction Engineer on 1 100-ft. concrete viaduct over railway yards. Prefers position having prospects of permanency. Location of secondary consideration. CE–256.

CIVIL ENGINEER, graduate. Twenty years' broad, practical engineering and contracting experience on water-works, sewers, highways, hydraulics, and general engineering, with utility holding companies, consulting engineers, engineers, and contractors; investigations, design, construction, appraisals. Excellent references from all with whom ever associated. Will consider any proposition; salary commensurate with requirements. Correspondence solicited for present or future needs. CE–257.

CIVIL ENGINEER, Assoc. M. Am. Soc. C. E., age 36. Eighteen years' experience on construction work. Extensive experience on river and harbor improvements, surveys for and supervision of hydraulic dredging; supervision of pile foundations and heavy concrete construction. Has had charge of office and field construction and surveys; over 10 years in responsible charge of work. Location preferably in New York City, Newark, N. J., or immediate vicinity. CE–258.

ENGINEER, Assoc. M. Am. Soc. C. E.; technical education in Civil Engineering; age 31; married. Eleven years' practical engineering and business experience with steam and electric railways, contractors, and manufacturers, on construction, design, and maintenance of machinery, buildings, track work, heavy excavation, plant maintenance, sales engineering, and general business administration. Desires a position of permanence, in executive capacity, with contractor, manufacturer, engineering firm, or steam or electric railway. Location immaterial as long as permanence and possibilities can be assured. CE–259.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M., to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

October 5th, 1921.—8.00 P. M.—A regular business meeting will be held, at which the ballot on the Proposed Revision of the Constitution will be canvassed.

A paper by James Munn and J. L. Savage, Members, Am. Soc. C. E., entitled "The Flood of June, 1921, in the Arkansas River, at Pueblo, Colorado", will be presented for discussion. A paper by C. E. Grunsky, M. Am. Soc. C. E., entitled "Rainfall and Run-Off Studies" will also be presented for discussion. Both these papers appear in full in the current issue of *Proceedings.* Special provision will be made for a general discussion on the broad aspects of Flood Control Problems. It is probable there will be two or more sessions at this meeting, concluding on October 6th, 1921.

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes of the New York Section are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

COMMITTEE ON LICENSING OF PROFESSIONAL ENGINEERS

The Committee on Licensing of Professional Engineers finds it impractical to hold hearings in different parts of the country and realizes that it is equally impractical for many members to attend the Conferences in New York City.

The Committee, therefore, solicits the written opinions of those who are unable to attend the Conferences.

NEW INDEX TO "TRANSACTIONS"

The Committee on Publications has in course of preparation an Index to the *Transactions* of the Society, covering Volumes I to LXXXIII (1867-1920), inclusive. It is hoped to have this Index printed and copies of it forwarded to the membership within the next two months.

"TRANSACTIONS" FOR SALE

It is possible to secure a fairly complete set of the *Transactions* of the Society for a very reasonable price as, owing to limited storage space, the Board of Direction has decided to dispose as rapidly as possible of surplus stock.

Some volumes are entirely out of print. Of those available, the following can now be furnished to *members of the Society* for the prices noted:

Vols. 2, 6, 9-10, 15-20, 22, 24-27, 29-42, 44..................	(30 Vols.)	$50
" 45, 49-53, Parts A-F of 54, 55-67, 69-70, 72-79..........	(35 ")	$50

It is suggested that members wishing these volumes send in their orders promptly, as the supply of certain of them is limited. Requests will be filled in order of receipt.

A deduction of $2 per volume will be made for any volume out of print when the order is received.

FINAL REPORT OF CONFERENCE COMMITTEE

In accordance with the action of the Board of Direction at its meeting held April 26th, 1921, 1 000 copies of the Final Report of the Conference Committee, appointed by the Committee on Development, and representing the Society on the Joint Conference Committee consisting of similar Committees appointed by the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, have been printed and are available for distribution. The charge for this report is 35 cents per copy.

Copies may be obtained by addressing Elbert M. Chandler, Acting Secretary, Am. Soc. C. E., 33 West 39th St., New York City.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1921.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper.

All manuscripts submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication and with the paper in the volumes of *Transactions.*

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 36 of the Year Book for 1921.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section (Constitution Approved by Board, 1905).

Frederick R. Muhs, President; H. D. Dewell, Secretary-Treasurer, *pro tem.,* 58 Sutter Street, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section (Constitution Approved by Board, 1909).

A. N. Miller, President; Walter L. Drager, Secretary-Treasurer, 412 Tramway Building, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section (Constitution Approved by Board, 1912).

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the second Tuesday of each month, at 1.00 P. M., at the Ansley Hotel, to which visiting members of the Society are welcome. Visitors desiring information will telephone the Secretary, "Ivy 3605."

Baltimore Section (Constitution Approved by Board, 1914).

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section (Constitution Approved by Board, 1921).

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section (Constitution Approved by Board, 1921).

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Meetings are held at the rooms of the Engineers' Club of Columbus in the Southern Hotel. The Annual Meeting is held on the second Friday of

November and at least two other meetings are held each year the dates of which are designated by the Board of Direction of the Section.

Cincinnati Section (Constitution Approved by Board, 1920).

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 13 East Third Street, Cincinnati, Ohio.

Cleveland Section (Constitution Approved by Board, 1915).

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the rooms of the Section, Hotel Winton. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section (Constitution Approved by Board, 1919).

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section (Constitution Approved by Board, 1916).

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section (Constitution Approved by Board, 1916).

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 2001 Sixteenth Street, N. W., Washington, D. C.

Duluth Section (Constitution Approved by Board, 1917).

John L. Pickles, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section (Constitution Approved by Board, 1916).

Charles B. Burdick, President; W. D. Gerber, Secretary-Treasurer, 918 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section (Constitution Approved by Board, 1920).

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Los Angeles Section (Constitution Approved by Board, 1913).

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Louisiana Section (Constitution Approved by Board, 1914).

Ole K. Olsen, President; F. A. Muth, Secretary, 224 Custom House Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nashville Section (Constitution Approved by Board, 1921).

Arthur J. Dyer, President; Granbery Jackson, Secretary-Treasurer, 220 Capitol Boulevard, Nashville, Tenn.

Nebraska Section (Constitution Approved by Board, 1917).

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section (Constitution Approved by Board, 1920).

Nelson P. Lewis, President; J. P. J. Williams, Secretary, 33 West 39th Street, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section (Constitution Approved by Board, 1914).

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Ave., St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Oklahoma Section (Constitution Approved by Board, 1920).

H. V. Hinckley, President; R. E. Brownell, Secretary-Treasurer, 401 First National Bank Building, Oklahoma, Okla.

Philadelphia Section (Constitution Approved by Board, 1913).

John Meigs, President; S. C. Hollister, Secretary, 1200 Land Title Building, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held at times announced in advance.

Pittsburgh Section (Constitution Approved by Board, 1918).

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 1510 Carson Street, Pittsburgh, Pa.

Portland (Ore.) Section (Constitution Approved by Board, 1913).

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held regularly on the third Friday of each month. All members of the Society in any grade are cordially invited to attend.

Providence (R. I.) Section (Constitution Approved by Board, 1920).

Sydney Wilmot, Chairman; Robert L. Bowen, Secretary-Treasurer, 26 Sycamore Street, Providence, R. I.

The Section regularly holds meetings jointly with the Structural and Municipal Sections of the Providence Engineering Society, at the Society

Rooms, 29 Waterman Street, on the fourth Tuesday of each month, from September to May. The Annual Meeting is held in May. All visiting members of the Society are cordially invited to attend these meetings.

St. Louis Section (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section (Constitution Approved by Board, 1915).

F. J. Grumm, President; J. Y. Jewett, Secretary-Treasurer, Administration Building, Balboa Park, San Diego, Cal.

The San Diego Section of the American Society of Civil Engineers meets on announcement. Pilgrimages to points of engineering interest are made at intervals throughout the year.

Seattle Section (Constitution Approved by Board, 1913).

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1319 L. C. Smith Building, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Spokane Section (Constitution Approved by Board, 1914).

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Meetings are held on the second Friday of each month. These meetings are noonday luncheons at Davenport's, and all visiting members of the Society are invited to attend.

Texas Section (Constitution Approved by Board, 1913).

J. H. Brillhart, President; E. N. Noyes, Secretary, 1107 Dallas County Bank Building, Dallas, Tex.

Utah Section (Constitution Approved by Board, 1916).

W. R. Armstrong, President, H. S. Kleinschmidt, Secretary-Treasurer, 222 Felt Building, Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the Secretary.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS*

Leland Stanford, Jr., University Student Chapter, Organized 1920.

R. L. Wing, President; John H. Colton, Corresponding Secretary, Box 121, Stanford, Cal.

Alabama Polytechnic Institute Student Chapter, Organized 1921.

Alfred D. Boyd, Secretary, Alabama Polytechnic Institute, Auburn, Ala.

* By a recent ruling of the Board of Direction, the minimum membership of a Student Chapter has been fixed at 12 instead of 20.

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

Clinton H. Wood, President; H. J. Miller, Secretary of Section I; Alvord C. Stutson, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

California Institute of Technology Student Chapter, Organized 1921.

J. Arthur Macdonald, Secretary, California Institute of Technology, Pasadena, Cal.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

E. C. Larson, President; T. W. Broughton, Secretary, 2165 Fourteenth Street, Troy, N. Y.

Cornell University Student Chapter, Organized 1921.

John J. Chavanne, Jr., Secretary, Cornell University, Ithaca, N. Y.

Drexel Institute Student Chapter, Organized 1920.

Miles N. Clair, Chairman; Raymond Radbill, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Johns Hopkins University Student Chapter, Organized 1921.

Eric M. Arndt, President; Melvin E. Scheidt, Secretary, Box 566, Homewood, Baltimore, Md.

Massachusetts Institute of Technology Student Chapter, Organized 1921.

D. H. McCreery, President; T. S. Wray, Secretary, Massachusetts Institute of Technology, Cambridge, Mass.

New York University Student Chapter, Organized 1921.

William J. Kiehnle, President; George H. Martin, Jr., Secretary, New York University, University Heights, New York City.

Oregon State Agricultural College Student Chapter, Organized 1921.

John B. Alexander, Secretary, Omega Upsilon House, Oregon State Agricultural College, Corvallis, Ore.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

Polytechnic Institute of Brooklyn Student Chapter, Organized 1921.

Richard Kanegsberg, Secretary, Polytechnic Institute of Brooklyn, Brooklyn, N. Y.

Purdue University Student Chapter, Organized 1921.

Donald A. Leach, President, 208 Fowler Avenue, West Lafayette, Ind.

Rose Polytechnic Institute Student Chapter, Organized 1921.

Kenneth L. De Blois, President; Duncan Baker, Secretary, 1606 North 8th Street, Terre Haute, Ind.

Rutgers College Student Chapter, Organized 1921.

Arthur E. Hilliard, Secretary, Winants Hall, Rutgers College, New Brunswick, N. J.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

Swarthmore College Student Chapter, Organized 1921.

Edward E. Bartleson, Secretary, Swarthmore College, Swarthmore, Pa.

Syracuse University Student Chapter, Organized 1921.

Arthur V. Dollard, Secretary, College of Applied Science, Syracuse University, Syracuse, N. Y.

University of California Student Chapter, Organized 1921.

H. G. Gerdes, Secretary, Care, Prof. Charles Derleth, Jr., College of Civil Engineering, University of California, Berkeley, Cal.

University of Colorado Civil Engineering Society Student Chapter, Organized 1920.

W. C. Peterson, President; D. H. McNeal, Secretary, 1205 Thirteenth Street, Boulder, Colo.

University of Illinois Student Chapter, Organized 1921.

A. L. R. Sanders, President; M. E. Jansson, Secretary, University of Illinois, Urbana, Ill.

University of Kansas Student Chapter, Organized 1921.

B. C. Judkins, President; Seth P. Kingman, Secretary, 1125 Kentucky Street, Lawrence, Kans.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Maine Student Chapter, Organized 1921.

George H. Ferguson, Jr., Secretary, University of Maine, Orono, Me.

University of Pennsylvania Student Chapter, Organized 1920.

Charles W. Foppert, President; Fred Welchy, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

W. E. Marshall, President; Paul H. Young, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

W. H. D. Taylor, President; Phil M. Ferguson, Secretary, 511 West 19th Street, Austin, Tex.

University of Washington Student Chapter, Organized 1921.

G. B. Richardson, President; Grace Eugenie Morrill, Secretary, University of Washington, Seattle, Wash.

University of Wisconsin Student Chapter, Organized 1921.

Herbert Wheaton, President; Olaf N. Rove, Secretary, University of Wisconsin, Madison, Wis.

Virginia Military Institute Student Chapter, Organized 1921.

Benjamin F. Parrott, Secretary, Virginia Military Institute, Lexington, Va.

Washington University Collimation Club Student Chapter, Organized 1920.

William D. Rolfe, President; Erwin Bloss, Secretary, Washington University, St. Louis, Mo.

Yale University Student Chapter, Organized 1921.

W. G. Geile, President; P. W. Thompson, Secretary, Winchester Hall, New Haven, Conn.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 48, 49, and 50 of the Year Book of the Society for 1921.

NEW BOOKS*

(From August 1st to August 31st, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

TESTING OF CONTINUOUS CURRENT MACHINES.

By Charles F. Smith. (Pitman's Technical Primers.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 102 pp., illus., 6 x 4 in., boards. $1.00.

This book attempts to give in compact form an outline of the main principles underlying the practice of testing electrical machines for commercial purposes. Simplicity and emphasis on the main purposes of the tests have been the chief aims, so that much detail and many tests of limited application have been excluded. The book is intended for young engineers.

POWER FACTOR CORRECTION.

By A. E. Clayton. (Pitman's Technical Primers.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 108 pp., illus., 6 x 4 in., boards. $1.00.

This little book presents the fundamental principles of power-factor correction in an easily digestible form, without attempting a complete treatment of the subject. It discusses the use of static and rotary condensers and of phase advancers for improving the power factor, concentrating attention on the principles governing their action, without attempting to describe every proposed device.

WIRING FOR LIGHT AND POWER.

By Terrell Croft. Third Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 465 pp., illus., 7 x 5 in., cloth. $3.00.

This book is designed to fill the need for a wiring handbook that meets the requirements of the National Electrical Code, and at the same time describes and illustrates the best American practice in wiring. This edition includes a supplement covering the changes introduced in the 1920 issue of the National Electrical Code.

ELECTRICITY IN STEEL WORKS.

By William McFarlane. (Pitman's Technical Primers.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 109 pp., illus., 6 x 4 in., boards. $1.00.

This review of electrical practice in iron and steel works is intended for students of the steel industry and electrical engineers interested in the special conditions and requirements in steel mills. It attempts to deal with fundamental principles and practice in the generation of electricity for use in steel works, in the use of electric motors for driving rolling mills, and in the use of electro-magnets and electric lighting.

ELECTRICAL RATES.

By G. P. Watkins. N. Y., D. Van Nostrand Co., 1921. 228 pp., diagrams, 9 x 6 in., cloth. $3.00.

This book on rate-making, the outgrowth of nine years' experience in the statistical bureau of a public service commission, is written from the viewpoint of an economist. The author has endeavored to offer a more extensive explanation and constructive application of economic principles than is customary in works on this subject and to go further into fundamental economic problems. Much space is given to the differential rate theory, to load factors, and to density factors.

DESIGN AND CONSTRUCTION OF POWER WORKBOATS.

By Arthur F. Johnson. Cleveland, Penton Pub. Co., 1920. 113 pp., diagrams, tab., 12 x 9 in., cloth. $5.00.

The vessels considered in this volume are those propelled by internal combustion engines and intended for traversing coastwise, harbor, or inland waters, embracing ferryboats for freight and passenger service, tugs, lighters, tank boats, trawlers, shop, pumping, and wrecking boats. The information is given in detail and illustrated with working drawings.

HEATING SYSTEMS.

By F. W. Raynes. Second Edition. Lond. and N. Y., Longmans, Green and Co., 1921. 324 pp., plates, diagrams, tab., 9 x 6 in., cloth. $7.50.

This textbook on the design of heating systems presents modern English practice. A special feature is the large number of charts that have been prepared and the method

* Unless otherwise specified, books in this list have been donated by the publishers.

adopted for calculating pipe sizes. The practical rather than the theoretical aspects of the work have been given attention. Consideration is also given to the economical aspect of heating problems, especially in the heating of industrial buildings and plants. The new edition has been brought up to date.

BROACHING PRACTICE.

By E. K. Hammond. N. Y., The Industrial Press; Lond., the Machinery Pub. Co., Ltd., 1921. 122 pp., illus., 9 x 6 in., paper. $1.00.

For many years broaching has been used for cutting keyways and machining holes to a variety of shapes, but the method attracted little attention until comparatively recently. With the rise of the automobile industry, broaching machines came into common use and are now extensively applied in building many products. This book is a concise review of modern practice, explaining the machines, the design of broaches, and the application of the process to many classes of work.

THE ORIFICE METER AND GAS MEASUREMENT.

By Willis C. Brown and Malcolm B. Hall. Foxboro, Mass., The Foxboro Co., Inc., 1921. 112 pp., tab., illus., 8 x 5 in., cloth. $3.50.

This book, published by the manufacturers of the first commercial orifice meter, gives authentic information on orifice coefficients and their derivation, together with complete details of the mechanical construction of their own meter.

THE MECHANICAL PRODUCTION OF COLD.

By Sir J. A. Ewing. Second Edition. Cambridge, University Press, 1921. 204 pp., diagrams, 9 x 6 in., cloth. $8.00. (Gift of The Macmillan Co., N. Y.)

This book contains the "Howard" Lectures delivered before the Society of Arts in 1897, as revised and reprinted in 1908. It provides a general account of refrigeration, in which stress is laid on the thermodynamic aspect of the subject, and an attempt is made to render this aspect intelligible without unnecessary mathematics. The changes in this edition are the correction of certain errata and the clearing up of some obscure points.

LONGWALL COAL-CUTTING MACHINERY.

By G. F. F. Eagar. (Pitman's Technical Primers.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 109 pp., illus., 6 x 4 in., boards. $1.00.

This primer is a concise review of the whole subject, with especial reference to practical aspects, and is intended to assist in the correct application of coal-cutting machinery and the selection of the proper type of machine for given conditions.

HEAT TREATMENT OF SOFT AND MEDIUM STEELS.

By Federico Giolitti. Translated by E. E. Thum and D. G. Vernaci. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 374 pp., illus., 9 x 6 in., cloth. $5.00.

Metallurgists and metallographists, according to the translator of this volume, have only recently been impressed by the fact that various impurities and addition agents may affect the properties of finished steel far in excess of that expected by their apparent amount. Precise data along the lines are almost entirely lacking; therefore, this book, containing the first systematic discussion of their effect on commercial heat treatment, should prove a stimulus toward their study, as it shows the great advantages to be gained by their elimination or suppression. Contents: The Phenomena of Diffusion in Primary Solid Solution; Effects of Diffusion upon Secondary Crystallization; Diffusion in Austenite as Applied to the Preliminary Heat Treatment of Steels; Preliminary Heat Treatment of Steel Castings; Preliminary Heat Treatment of Forged and Rolled Steels.

THE A. B. C. OF IRON AND STEEL.

Edited by A. O. Backert. Cleveland, Penton Pub. Co., 1921. 408 pp., illus., 11 x 8 in., cloth. $5.00.

This is a simple, concise yet comprehensive account of the primary processes involved in the conversion of iron ore into finished products. It is intended for general readers who wish a knowledge of these processes, and for technical readers wishing general information on phases of the industry outside their own experience. The book is elaborately illustrated.

MANHOOD OF HUMANITY.

By Alfred Korzybski. N. Y., E. P. Dutton & Co., 1921. 264 pp., 8 x 6 in., cloth. $3.00.

This book is primarily a study of man and ultimately embraces all the great qualities and problems of man. The author approaches the problem from a mathematical, an engineering, point of view, with the object of ascertaining what man's real nature is and what the basic laws of his nature are, and hopes thus to point the way to a science of directing human energies and capacities to the advancement of human welfare.

CHEMICAL TECHNOLOGY AND ANALYSIS OF OILS, FATS, AND WAXES.

By Dr. J. Lewkowitsch. Edited by George H. Warburton. Sixth Edition, Rewritten and Enlarged. Lond., Macmillan & Co., Ltd., 1921. 1 v., illus., tab., cloth. $12.00. (Gift of The Macmillan Co., N. Y.)

The first volume of the new edition is devoted to the classification of these substances, to their physical and chemical properties, their constituents, and to methods for their chemical examination. As the progress which has been made on the subject of oils and waxes since the previous edition has been chiefly on the technological side, this volume has not been greatly expanded; it has, however, been entirely rewritten. This edition, like the previous issues of this standard work, is characterized by its wide scope, exhaustive detail, and accuracy.

TEXTBOOK OF INORGANIC CHEMISTRY FOR COLLEGES.

By Dr. James F. Norris. (International Chemical Series.) N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 677 pp., 45 illus., 5½ x 8 in., cloth. $3.50.

This textbook presents the material commonly treated in elementary books on chemistry. The author has tried to present this in a form that can be followed by the student through private study, with the smallest amount of explanation by the teacher. To accomplish this, the subject is developed slowly and consideration of the more abstruse material is deferred until the student has gained some familiarity with chemical phenomena and the language of the science.

ROADWAY AND TRACK.

By W. F. Rench. N. Y., Simmons-Boardman Publishing Co., 1921. 242 pp., illus., 9 x 6 in., cloth. $3.00.

The scope of this work is well indicated by its contents. The practice described is, in large measure, that of the Pennsylvania Railroad, but methods not used by that road, which are standard on other roads are described in a number of places. The volume is not intended to set forth all the methods used to meet the problems that arise, nor to present theories, but is a concise description of methods that have given satisfaction in practice. Contents: The Essential Elements in Roadway Maintenance; The Right of Way; Drainage of Roadbed and Tracks; Vegetation for Banks; Labor-Saving Devices and Methods in Roadway Work; Economics of Roadway; Tools and Their Uses; The Essential Elements in Maintenance of Track; A Programme for M. W. and S. Work; The Track Obstruction; Labor-Saving Devices and Methods in Track Work; Track Materials and Their Use; Practice in Rail Renewals; Maintenance of Main Tracks; Maintenance of Yards and Terminals; Maintenance Problems and Methods Used; Economics of Track Labor; Special Duties in the M. W. Department.

HANDBOOK OF CONSTRUCTION EQUIPMENT.

By Richard T. Dana. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 849 pp., illus., tab., 7 x 4 in., cloth. $6.00.

This book is primarily a handbook for contractors. It attempts to supply, in systematic form, up-to-date information on what is available as construction equipment, what it costs, and how it should be used. This information is arranged alphabetically and accompanied by numerous illustrations and tables. The book is offered in lieu of a new edition of the "Handbook of Construction Plant". Some of the material in the old book has been omitted and much new material added.

CONCRETE DESIGNERS' MANUAL; TABLES AND DIAGRAMS FOR THE DESIGN

Of Reinforced Concrete Structures. By G. A. Hool and C. S. Whitney. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 276 pp., cloth. $4.00.

These tables and diagrams facilitate the rapid design of structures in accordance with the recommendations of the Joint Committee and the American Concrete Institute, and the requirements of the New York Building Code and the Chicago Building Code. Some of them are general enough also to be used when the requirements are different from those mentioned. The collection is the result of the authors' practical experience.

DONATIONS TO THE READING ROOM.

ECONOMICS OF BRIDGEWORK;

A Sequel to Bridge Engineering. By J. A. L. Waddell. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 512 pp., diagrams, pl., 9¼ x 6 in., cloth. $6.00. (Gift of the Author.)

In this volume, the author states that he has desired to leave behind him for the benefit of the next generation of bridge specialists, in shape readily available for use, a solution of all the major economic problems in bridgework and an extensive treatment of most of the minor ones. He gives in his preface a list of the problems on which he has worked, in the order of their final solution. These investigations are separately incorporated in chapters of the book.

MEMBERSHIP

(From August 3d to September 6th, 1921)

ADDITIONS

MEMBERS

Members		Date of Membership.
Armstrong, Edward Robert. Care, DuPont Co., Eng. Dept., Wilmington, Del.		April 25, 1921
Battye, Basil Condon, Lt. Col., R. E., Care, Messrs. Cox & Co. (R. E. Branch), 16 Charing Cross, London, S. W., England.		April 25, 1921
Bennett, Manche Owen. Res. Engr., and Secy., Judith Basin Irrig. Dist., Danvers, Mont.	Assoc. M. M.	Mar. 13, 1917 July 11, 1921
Coane, Henry Edward. Civ., Hydr. and Min. Engr. (J. M. & H. E. Coane), 70 Queen St., Melbourne, Victoria, Australia.	Assoc. M. M.	Aug. 31, 1915 April 26, 1921
Epps, Frederick William. Bridge Engr., State Highway Comm., Topeka, Kans.	Assoc. M. M.	May 7, 1913 April 26, 1921
Greene, Joseph John. Superv. Engr., Public Works Dept., Sydney, New South Wales, Australia.	Assoc. M. M.	April 7, 1915 June 6, 1921
Knowlton, Willis Taylor. Engr. of Sewers, City of Los Angeles, 502 Hosfield Bldg., Los Angeles, Cal.		July 11, 1921
Langfitt, William Campbell. Gen. Mgr. for David Belais, 137 West 14th St., New York City.		June 6, 1921
Luce, Robert Francis. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Launch *Mikawe*, Box 524, Charleston, S. C.		June 6, 1921
Miller, Edward Thomas Every. Asst. to Chf. Engr., Ferro Carril Central Argentino, Oficina del Ingeniero en Jefe, B Mitre 299, Buenos Aires, Argentine Republic.	Assoc. M. M.	Dec. 5, 1911 Oct. 11, 1920
Okumura, Kanji. Civ. Engr., Inawashiro Hydro-Elec. Power Co., Marunouchi, Tokyo, Japan.		July 11, 1921
Perkins, Frank William. Engr. and Archt., 381 River St., Manistee, Mich.		July 11, 1921
Quimby, John Herman. Office Engr., Guggenheim Bros., Pearl River, N. Y.	Assoc. M. M.	April 5, 1910 June 6, 1921
Seery, Francis Joseph. Prof. of Civ. Eng., Cornell Univ., 504 University Ave., Ithaca, N. Y.	Assoc. M. M.	April 3, 1907 June 6, 1921
Sheidler, Paul King. Engr., Gen. Tarvia Dept., The Barrett Co., Illuminating Bldg., Cleveland, Ohio.		Mar. 7, 1921

ASSOCIATE MEMBERS

Allen, William Garratt. Gen. Mgr. and Treas., Excelsior Water & Min. Co., 920 Forum Bldg., Sacramento, Cal.	July 11, 1921
Auld, Robert James. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, U. S. S. *Ranger*, San Juan, Porto Rico.	July 11, 1921
Brown, Thomas Phelps. With McClintic-Marshall Co., Wyland Ave., Allison Park, Pa.	Mar. 7, 1921
Burns, Robert Hayes. Care, Dupont Eng. Co., Pontiac, Mich.	Mar. 7, 1921
Carmichael, James Troy. Box 702, Bozeman, Mont.	June 6, 1921

ASSOCIATE MEMBERS (*Continued*)

	Date of Membership.
EASTHAN, COWAN CHAPMAN. City Engr., 424 Anthony Ave., Anthony, Kans	July 11, 1921
ENGER, NORVAL. Constr. Engr., Grant County, Ephrata, Wash	April 25, 1921
HALKYARD, CHARLES CYRIL. Head Works Engr. and Hydr. Engr., Hydro-Elec. Dept. of Tasmania, View St. Sandy Bay, Tasmania	Mar. 7, 1921
HEFT, JOHN GEORGE. Asst. County Engr., Sonoma County, Hermosa Beach, Cal	Mar. 7, 1921
JOHNSON, JOHN EDWARD. Res. Engr., Westcott Eng. Co., Box 932, Orange, Tex	July 11, 1921
LIVINGSTON, RAY CLIFFORD. Res. Engr., Lyndale Project, Hennepin County, 602 Essex St., S. E., Minneapolis, Minn	Mar. 7, 1921
LOFGREN, WILLARD EMANUEL. Asst. Gen. Mgr., The Thomas & Armstrong Co., London, Ohio	June 6, 1921
MCCURDY, BYRON CASPER. Res. Engr. with Morgan Eng. Co., 622 Goodwyn Inst., Memphis, Tenn. Jun.	June 16, 1919
Assoc. M.	Mar. 7, 1921
NEWELL, JOHN ROWE. Secy., Treas., and Mgr., Spokane Concrete Pipe Co., Box 1033, Spokane, Wash	July 11, 1921
REED, ROBERT WILSON. Asst. Div. Supt., Great Lakes Dredge & Dock Co., 1100 D. S. Morgan Bldg., Buffalo, N. Y	April 25, 1921
RICE, FREDERICK WILLIAM PETER. Structural Engr., 1127 South 32d St., Omaha, Nebr	July 11, 1921
ROSENGARTEN, WALTER EDWARD. Traffic Engr., The Asphalt Assoc., 714 West 181st St., Apartment 2, New York City	July 11, 1921
ROSSI, CAMILLE CHARLES. Gen. Supt., Peruvian Copper & Smelting Co., Hotel Maury, Lima, Peru	July 11, 1921
ROWE, JOHN AUGUSTINE. 52 Ellis Pl., Ossining, N. Y	April 25, 1921
SAYERS, FLOYD WILLIAM. Res. Engr., Missouri State Highway Dept., 805 East Cypress St., Charleston, Mo	July 11, 1921
SEDELMEYER, HERMAN ANTON. Chf. Draftsman, U. S. Forest Service, Ferry Bldg., San Francisco, Cal	June 6, 1921
SIMONSEN, ROBERTO COCHRANE. Director, Companhia Frigorifica y Pastoril de São Paulo, Caixa 222, Santos, Brazil	June 6, 1921
SKILLMAN, GEORGE ELDRIDGE, JR. Asst. Engr., N. Y. C. R. R., 466 Lexington Ave., Room 728 (Res., 335 East 205th St.), New York City	April 25, 1921
SMITH, CLYDE C. Chf. Engr., Unit Constr. Co., 1225 Title Guaranty Bldg., St. Louis, Mo	July 11, 1921
WAITE, JAMES EARL. Res. Engr., A., T. & S. F. Ry., Box 488, Kingman, Ariz	Mar. 7, 1921
WHEAT, THOMAS MOSS. 1800 Ferry Park Ave., Detroit, Mich	Mar. 7, 1921
WHELAN, JAMES MARION, JR. (Whelan & Saigh), 202 Gibbs Bldg., San Antonio, Tex	Mar. 7, 1921
WING, SUMNER PADDOCK. Care, C. F. Elwell, Ltd., 12 Craven House, Kingsway, London, England	June 6, 1921

JUNIORS

CANAVAN, PATRICK FRANCIS. Asst. Supt., Concrete Constr., Turner Constr. Co., 100 Morningside Drive, New York City	Mar. 7, 1921
LOOK, FREDERICK WARREN. 240 Fair St., Kingston, N. Y	April 25, 1921

JUNIORS (*Continued*)	Date of Membership.
SENIOR, JACK. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, 202 Burke Bldg., Seattle, Wash..........	July 11, 1921
THINES, JOHN WILKING. With Louis J. Sieling, 119 Perry St., Trenton, N. J..	July 11, 1921
WATERS, ERNEST GILBERT. Asst. Engr., Shell Oil Co. of California, Box 916, Martinez, Cal..................................	June 6, 1921

DEATHS

LARKIN, CHARLES RAYMOND. Elected Junior, January 14th, 1918; Associate Member, June 1st, 1920; died August 30th, 1921.

NICHOLS, WILLARD ATHERTON. Elected Member, May 7th, 1873; died August 23d, 1921.

Total Membership of the Society, September 6th, 1921, 10 146.

MONTHLY LIST OF RECENT ENGINEERING ARTICLES OF INTEREST

(August 1st to September 1st, 1921)

NOTE.—*This list is published for the purpose of placing before the members of this Society the titles of current engineering articles, which can be referred to in any available engineering library, or can be procured by addressing the publication directly, the address and price being given wherever possible.*

LIST OF PUBLICATIONS

In the subjoined list of articles, references are given by the number prefixed to each journal in this list.

(2) *Journal*, Engrs. Club of Phila., Philadelphia, Pa.
(3) *Journal*, Franklin Inst., Philadelphia, Pa., 50c.
(4) *Journal*, Western Soc. of Engrs., Chicago, Ill., 50c.
(5) *Journal*, Eng. Inst. of Canada, Montreal, Que., Canada.
(6) *Journal*, Am. Inst. of Archts., Washington, D. C., 50c.
(7) *Gesundheits Ingenieur*, Munich, Germany.
(8) *Stevens Indicator*, Hoboken, N. J., 50c.
(9) *Industrial Management*, New York City, 25c.
(11) *Engineering* (London), W. H. Wiley, 432 Fourth Ave., New York City, 25c.
(12) *The Engineer* (London), International News Co., New York City, 35c.
(13) *Engineering News-Record*, New York City, 25c.
(15) *Railway Age*, New York City, 15c.
(16) *Engineering and Mining Journal*, New York City, 15c.
(17) *Electric Railway Journal*, New York City, 10c.
(18) *Railway Review*, Chicago, Ill., 15c.
(19) *Scientific American Monthly*, New York City, 10c.
(20) *Iron Age*, New York City, 20c.
(21) *Railway Engineer*, London, England, 1s. 2d.
(22) *Iron and Coal Trades Review*, London, England, 6d.
(24) *American Gas Journal*, New York City, 10c.
(25) *Railway Mechanical Engineer*, New York City, 20c.
(26) *Electrical Review*, London, England, 4d.
(27) *Electrical World*, New York City, 10c.
(28) *Journal*, New England Water-Works Assoc., Boston, Mass., $1.
(29) *Journal*, Royal Soc. of Arts, London, England, 6d.
(30) *Annales des Travaux Publics de Belgique*, Brussels, Belgium.
(31) *Annales* de l'Assoc. des Ingenieurs Sortis des Ecoles Speciales de Gand, Brussels, Belgium.
(32) *Memoires et Compte Rendu des Travaux*, Soc. Ing. Civ. de France, Paris, France.
(33) *Le Génie Civil*, Paris, France, 1 fr.
(36) *Cornell Civil Engineer*, Ithaca, N. Y.
(40) *Zentralblatt der Bauverwaltung*, Berlin, Germany, 60 pfg.
(41) *Elektrotechnische Zeitschrift*, Berlin, Germany.
(42) *Journal*, Am. Inst. Elec. Engrs., New York City, $1.
(43) *Annales des Ponts et Chausées*, Paris, France.
(45) *Coal Age*, New York City, 15c.
(46) *Scientific American*, New York City, 15c.
(47) *Mechanical Engineer*, Manchester, England, 3d.
(48) *Zeitschrift*, Verein Deutscher Ingenieure, Berlin, Germany.
(49) *Zeitschrift für Bauwesen*, Berlin, Germany.
(50) *Stahl und Eisen*, Düsseldorf, Germany.
(53) *Zeitschrift*, Oesterreichischer Ingenieur und Architekten-Verein, Vienna, Austria, 70h.
(54) *Transactions*, Am. Soc. C. E., New York City, $16.
(55) *Mechanical Engineering*: Journal, Am. Soc. M. E., New York City, 35c.
(56) *Transactions*, Am. Inst. Min. and Metallurgical Engrs., New York City, $6.
(57) *Colliery Guardian*, London, England, 5d.
(58) *Proceedings*, Engrs.' Soc. of W. Pa., 2511 Oliver Bldg., Pittsburgh, Pa., 50c.
(59) *Proceedings*, American Water Works Assoc., Troy, N. Y.
(60) *Municipal and County Engineering*, Indianapolis, Ind., 25c.
(61) *Proceedings*, Western Railway Club, 225 Dearborn St., Chicago, Ill., 25c.
(62) *Forging and Heat Treating*, Thaw Bldg., Pittsburgh, Pa., 10c.
(63) *Minutes of Proceedings*, Inst. C. E., London, England.
(64) *Power*, New York City, 10c.
(65) *Official Proceedings*, New York Railroad Club, Brooklyn, N. Y., 15c.
(67) *Cement and Engineering News*, Chicago, Ill., 25c.
(69) *Eisenbau*, Leipzig, Germany.
(71) *Journal*, Iron and Steel Inst., London, England.
(71*a*) *Carnegie Scholarship Memoirs*, Iron and Steel Inst., London, England.
(72) *American Machinist*, New York City, 15c.
(73) *Electrician*, London, England, 1s.
(75) *Proceedings*, Inst. of Mech. Engrs., London, England.
(77) *Journal*, Inst. Elec. Engrs., London, England, 5s.
(78) *Beton und Eisen*, Vienna, Austria.
(80) *Tonindustrie Zeitung*, Berlin, Germany.
(83) *Gas Age*, New York City, 15c.
(85) *Proceedings*, Am. Ry. Eng. Assoc., Chicago, Ill.
(86) *Engineering and Contracting*, Chicago, Ill., 10c.
(87) *Railway Maintenance Engineer*, Chicago, Ill., 10c.
(88) *Bulletin* of the International Ry. Congress Assoc., Brussels, Belgium.
(89) *Proceedings*, Am. Soc. for Testing Materials, Philadelphia, Pa., $5.
(90) *Transactions*, Inst. of Naval Archts., London, England.
(91) *Transactions*, Soc. of Naval Archts. and Marine Engrs., New York City.
(92) *Bulletin*, Soc. d'Encouragement pour l'Industrie Nationale, Paris, France.
(96) *Canadian Engineer*, Toronto, Ont., Canada, 10c.
(98) *Journal*, Engrs. Soc. of Pa., Harrisburg, Pa., 30c.

(99) *Proceedings,* Am. Soc. of Municipal Improvements, New York City, $2.
(100) *Military Engineer:* Journal of the Society of American Military Engineers, Washington, D. C., 75c.
(103) *Mining and Scientific Press,* San Francisco, Cal., 10c.
(105) *Chemical and Metallurgical Engineering,* New York City, 25c.
(106) *Transactions,* Inst. of Min. Engrs., London, England, 6s.
(107) *Schweizerische Bauzeitung,* Zürich, Switzerland.
(109) *Journal,* Boston Soc. C. E., Boston, Mass., 50c.
(111) *Journal of Electricity and Western Industry,* San Francisco, Cal., 25c.
(113) *Proceedings,* Am. Wood Preservers' Assoc., Baltimore, Md.
(114) *Journal,* Institution of Municipal and County Engineers, London, England, 1s. 6d.
(115) *Journal,* Engrs. Club of St. Louis, St. Louis, Mo., 35c.
(116) *Blast Furnace and Steel Plant,* Pittsburgh, Pa., 15c.
(117) *Engineering World,* Chicago, Ill.
(118) *Times Engineering Supplement,* London, England, 2d.
(119) *Landscape Architecture,* Harrisburg, Pa., 50c.
(120) *Automotive Industries,* New York City, 15c.
(121) *Proceedings,* Am. Concrete Inst., Boston, Mass.
(122) *The Dock and Harbour Authority,* London, England, 1s. 6d.

LIST OF ARTICLES

Bridges.

The Construction of Public Buildings and Bridges in St. Louis. L. R. Bowen. (99) Vol. 27,
The Delaware River Bridge.* (2) July.
Columbia River Suspension Bridge.* (117) Aug.
Sinking Substructure of Bascule Bridge Reconstruction.* (13) Aug. 4.
A Study of Stresses in Eyebar Heads.* Josef Beke. (13) Aug. 11.
Features of San Francisco Bay Bridge Report. (13) Aug. 13.
Le Projet de Pont Suspendu de 987 Mètres de Portée sur l'Hudson, à New-York.* (The Proposed Suspension Bridge over the Hudson at New York, with a Span of 987 Meters.) (33) June 25.
Le Pont de Villeneuve-sur-Lot (Lot-et-Garonne) Perfectionnements dans la Construction des Grandes Voûtes.* (The Villeneuve-sur-Lot Bridge (Lot-et-Garonne) Improvements in the Construction of the Large Arches.) E. Freyssinet. (33) Serial beginning July 30.

Electrical.

Magnetos for Ignition Purposes in Internal Combustion Engines.* E. A. Watson. (77) May.
Harmonic Analysis by Selected Ordinates.* Albert E. Clayton. (77) May.
Electric Driving in the Paper Mill, on Heat-Economy Lines.* A. B. Mallinson. (77) May.
Zig-Zag Leakage.* Laurence H. A. Carr. (73) July 15.
Power Supply in Dundee.* (73) July 15.
Dimensions and Output.* Lawrence E. Wichmark. (42) Aug.
Voltage Regulation and Insulation for Large Power, Long Distance Transmission Systems.* Frank G. Baum. (42) Aug.
On the Equivalence of the Two Theories of the Single Phase Induction Motor.* V. Karapetoff. (42) Aug.
Notes on the Audion and Its Application.* H. B. Sherman and S. R. Parker. (5) Aug.
Wiring Systems for Lighting of Hotels and Clubs.* Clyde P. Trueax. (117) Aug.
The Super-Conductivity in Metals. C. A. Crommelin. (From *Die Naturwissenschaften.*) (19) Aug.
Motor-Control Equipment—Protective Features.* H. D. James. (64) Aug. 2.
Some Developments in Multi-Speed Cascade Induction Motors.* F. Creedy. (77) Aug. 3.
Submarine Cable Tests. J. Rymer-Jones. (26) Aug. 5.
A New Instrument for Measuring Frequency and Other Quantities.* R. C. Clinker. (73) Aug. 5.
Overspeed Device for Electric Winders.* (22) Aug. 5.
Note on the Low-Frequency Voltage Factor of an Oscillating Triode. Mary Taylor. (73) Aug. 12.
Leader Cables in Navigation.* J. J. Bennett. (73) Aug. 12.
Cutting Coal Consumption a Third.* (17) Aug. 13.
Automatic Substation Justifies Its Use for Low Load Densities.* C. M. Gilt. (27) Aug. 13.
Graphic Meter Records—a Necessity.* E. G. Ralston. (27) Aug. 13.
Effects of Voltage Fluctuations on Direct-Current Motors.* H. M. Phillips. (64) Aug. 16.
Cutouts for Motor Protection.* Edgar P. Slack. (64) Aug. 16.
The Thermionic Tube—a Return to Simplicity.* L. C. Pocock. (73) Aug. 19.
A Quiescent Aerial Wireless Telephone.* John Scott-Taggart. (73) Aug. 19.
Correct Illumination for Yards and Scalehouses.* J. H. Kurlander. (15) Aug. 20.
Downtown Substation in San Francisco.* J. E. Woodbridge. (17) Aug. 20.
Combating Fires in Transformers and Oil Switches.* C. T. Sinclair. (27) Aug. 20.
Simplified Layout of Rotary-Converter Substation.* J. E. Woodbridge. (27) Aug. 20.
Variation in Costs as Affecting Distribution Design. P. O. Reyneau and H. P. Seelye. (27) Aug. 20.
Voltage Characteristics of Direct-Current Generators and Their Bearing on Parallel Operation.* Eustis H. Thompson. (64) Aug. 23.
Power Plant Designed to Meet Conditions in Coal-Mining District.* W. P. Gavit. (64) Aug. 23.
Three-Wire Railway Distribution in Wilmington.* A. P. Way. (17) Aug. 27.
Unstable Operation of Generating Stations in Parallel.* D. D. Higgins. (27) Aug. 27.
Quick Line Calculations Without Charts or Tables.* Austin Burt. (27) Aug. 27.
Standard Oil Mine Plant at Schoper.* (64) Aug. 30.

* Illustrated.

Electrical—(Continued).

Compound Generators and Their Adjustment for Multiple Operation.* Eustis H. Thompson. (64) Aug. 30.
Generator Operating Temperatures.* S. H. Mortensen. (64) Aug. 30.
Tests on Full-Size High Voltage Transmission Towers.* Eugen F. Kriegsman. (13) Sept. 1.
La Station Radiotélégraphique Lafayette à Croix-d'Hins, près Bordeaux. Fondations en béton armé des pylônes de l'antenne.* (Lafayette Radiotelegraph Station at Croix-d'Hins near Bordeaux. Reinforced Concrete Foundations for the Antennae Towers.) Harel de la Noë. (33) July 9.

Marine.

Internal Combustion Engines in Marine Service. Charles Edward Lucke. (3) Serial beginning July.
Electric Propulsion of Ships.* W. E. Thau. (42) Aug.
Leader Cables in Navigation.* J. J. Bennett. (73) Aug. 12.
Le Paquebot *Paris* de la Compagnie Générale Transatlantique.* (Mail Steamship *Paris* of the Compagnie Générale Transatlantique.) Ch. Dantin. (33) July 23.

Mechanical.

Asphalt Production, Refining and Related Problems.* Herbert Spencer. (99) Vol. 27, 1920.
Some Experience in the Development of the Oil Engine.* F. B. Leopold. (59) July.
Developments in Power Station Design. (12) Serial beginning July 15.
The Carbonisation of Sarre Coals.* (57) July 15.
Sulphate of Ammonia Plant at Leamington Gas Works.* (11) July 22.
The Reavell Quadruplex Air Compressor and Some Tests Thereon. (12) July 22.
The "Becander" Haulage Gear. (11) July 22.
Effect on Fuel Economy of Refinement in Engine Design.* L. Mantell. (120) July 28.
Economical Working of Boiler Plant.* (From Fuel Economy Monograph No. 1.) (22) July 29.
A Chart for the Design of Helical Wire Springs.* R. Brooks. (11) July 29.
The Smith Continuous Carbonization Process.* (11) July 29.
Gas Flow Measurement.* Noah D. Lambert. (24) July 30.
Developing 600-Mile Auto Trunk Line Carrier.* (117) Aug.
Steam Superheaters. Arthur D. Pratt. (2) Aug.
Production of Gas. (Means for Augmenting Capacity.) (118) Aug.
Electrical Terminal Facilities. (Unloading Ships.)* C. S. McDowell. (42) Aug.
The Chilling of Condensate.* C. Harold Berry. (64) Aug. 2.
Recooling the Lubricating Oil from Turbine Bearings and Reduction Gears.* S. E. Derby. (64) Aug. 2.
Electric Elevator Machinery—Car Safeties.* M. A. Myers. (64) Aug. 2.
The Use of Oil in Cleaning Coal.* G. St. J. Perrott and S. P. Kinney. (105) Aug. 3.
Magnetos for Ignition Purposes in Internal Combustion Engines.* E. A. Watson. (77) Aug. 3.
The Layout of a Modern Machine-Tool Plant.* Fred H. Colvin. (72) Aug. 4.
Design and Operation of Locomotive Fuel Oil Stations.* (13) Aug. 4.
Concrete Hauled Three Miles from Central Mixing Plant.* (13) Aug. 4.
The Specification and Testing of Castings.* Walter Rosenhain. (120) Aug. 4.
New Coke-Oven and By-Product Plant at the Acklam Works of the North-Eastern Steel Company, Limited.* (22) Aug. 5.
Vegetable Oils for Internal Combustion Engines. (12) Aug. 5.
The Aerodynamic Experimental Station at Göttingen.* (11) Aug. 5.
Ash-Handling Plant at Poplar Electric Power Station.* (11) Aug. 5.
Interlocking Belt Conveyor System.* A. M. Beebe. (83) Aug. 6.
Dirt Plus Static as Cause of Turbo-Generator Fires.* D. D. Higgins. (64) Aug. 9.
Electric Motors for Driving Refrigeration Plants—Their Types, Characteristics and Selection.* W. H. Motz. (64) Aug. 9.
The Electrical Method of Detecting Surface Condenser Leakage.* W. E. Caldwell. (64) Aug. 9.
Non-Condensing Turbine Operation on Heating Load.* R. D. DeWolf. (64) Aug. 9.
Evaporation by Vapor Compression.* Burton Dunglinson. (105) Aug. 10.
Grease in Boiler Feed Water. Edward Ingham. (57) Aug. 12.
The Carbonization of Coal at Low Temperature.* John Roberts. (Abstract of paper read before the North of England Inst. of Min. Engrs.) (57) Aug. 12; (22) Aug. 13.
Bituminous Coal Product Chemicals.* (83) Aug. 13.
Handy Boiler-Room Formulas. C. T. Mitchell. (64) Aug. 16.
Some Practical Refrigeration Problems.* C. H. Herter. (64) Aug. 16.
Reduction-Gear Applications.* Ira Short. (64) Aug. 16.
Characteristics of Foundry Cokes and Slags. Y. A. Dyer. (20) Aug. 18.
The Oilgear—A Variable Speed and Feed Control System.* (72) Aug. 18.
The Present Position of Smokeless Fuels. F. S. Sinnatt. (Abstract of paper read before the Royal San. Inst.) (22) Aug. 19.
Sawdust as Fuel.* (73) Aug. 19.
A Course-Setting Bomb Sight.* (12) Aug. 19.
Utilization Refinement of Fuels. F. P. Coffin. (From "Coal Preparation and the Utilization of Coal on a Multiple Product Basis".) (83) Aug. 20.
Evaporation—Its Calculation and Relation to Boiler Efficiency. Allen F. Brewer. (64) Aug. 23.
Measuring Gases Containing Water Vapor.* Thomas G. Estep. (105) Aug. 24.
The Successful Recovery of Potash as a By-Product from Cement Kilns. Christian Krarup. (105) Aug. 24.
The Development of the Roller Chain Drive.* G. M. Bartlett. (From paper read before the Gear Manufacturer's Assoc.) (120) Aug. 25.

* Illustrated.

Mechanical—(Continued).

Some Factors Affecting Carbureter Design and Operation.* W. H. Weber. (120) Aug. 25.
Handling Materials in an Automobile Plant.* Fred H. Colvin. (72) Aug. 25.
Gas Connections under Pressure. H. N. Osler. (Paper read before Canadian Gas Assoc.) (24) Aug. 27.
Sulphur Removal by Oil Washing. E. R. Hamilton. (Paper read before the Canadian Gas Assoc.) (24) Aug. 27.
Steam Flow Measurements from a Boiler. C. T. Mitchell. (64) Aug. 30.
Le Chauffage au Charbon Pulvérese. (Heating with Pulverized Coal.) Paul Frion. (92) May.
Nouveau Type de Fraises pour le Travail des Métaux.* (New Type of Milling Cutter for Working Metals.) Louis Bozonnet. (92) May.

Metallurgical.

Instruction in the Care, Uses and Inspection of Flexible Steel Ropes. H. C. Boynton and W. Voigtlander. (2) July.
Thermal, Electrical and Magnetic Properties of Alloys.* Alpheus W. Smith. (3) July.
Gas-Fired Annealing Furnace.* (11) July 22.
Chloride Volatilization Process.* Thomas Varley and C. C. Stevenson. (103) July 30.
Molten Tungsten. Hugo Lohmann. (From *Elektrochemische Zeitung.*) (19) Aug.
Electric Reduction of Iron Ores. H. A. De Fries. (105) Aug. 3.
Heat Balance of a Blast-Furnace Stove.* D. W. Wilson. (105) Aug. 3.
Improvement in Open-Hearth Details.* A. G. Shumann and A. F. Shumann. (20) Aug. 4.
Chemical Reactions in Foundry Cupolas.* Y. A. Dyer. (20) Aug. 4.
The Ajax-Wyatt Electric Furnace.* John B. C. Kershaw. (12) Aug. 5.
The Fatigue of Metals. Paul Krezpointner. (16) Aug. 6.
The Possibilities of Fusion Welding. A. S. Kinsey. (From an address delivered to the Am. Welding Soc.) (20) Aug. 11.
Electrical Cleaning of Blast Furnace Gases.* N. H. Gellert. (Abstract of paper read before Assoc. of Iron and Steel Elec. Engrs.) (20) Aug. 11.
Improvements on Methods of Fatigue Testing.* H. J. Gough. (12) Aug. 12.
Is Moist Air Desirable for Copper Blast Furnaces? Julius H. Gillis. (16) Aug. 13.
Surface-Energy and Adsorption in Flotation.* A. W. Fahrenwald. (103) Aug. 13.
Improvements in Nodulizing at Chrome, N. J.* C. L. Colbert. (16) Aug. 13.
Some Points in the Design of Blast-Furnace Gas Cleaners. N. H. Gellert. (Extracts from a paper read before the Assoc. of Iron and Steel Elec. Engrs.) (105) Aug. 17.
Internal Service-Strains in Steel. James C. Howard. (105) Aug. 17.
Cutting Costs in a Drop Forge Shop.* F. L. Prentiss. (20) Aug. 18.
Use of Cupolas in Open-Hearth Practice V. W. Aubel. (20) Aug. 18.
Principles of Modern Rolling Practice. E. Cotel. (From *Montanistische Rundschau.*) (20) Aug. 18.
Note on Notched Bar Impact Tests and Toughness of Monel Metal. R. G. Waltenberg. (105) Aug. 24.
Mechanical Control in Foundry Problems.* J. H. Hopp. (From an address before the Southern Metal Trades Assoc.) (20) Aug. 25.
Methods of Preparing Blast Furnace Slag.* (20) Aug. 25.
Melting Steel in a Non-Ferrous Electric Furnace.* (20) Aug. 25.
Nickel in Iron Castings.* D. N. Witman. (From a paper to be presented to Am. Inst. of Min. and Met. Engrs.) (20) Aug. 25.
Preliminary Roughing Concentration by Sorting, Jigging, and Tabling.* Edward S. Wiard. (16) Serial beginning Aug. 27.
Universal Steel Classification Code. Horace C. Knerr and Arthur L. Collins. (20) Sept. 1.
Continuous Foundry for Pipe Fittings.* Henry M. Lane. (20) Sept. 1.
Les Laminoirs de l'Aciérie de la Scullin Steel Company à Saint-Louis (Missouri, E.-U.)* (Rolling Mills in the Steel Works of the Scullin Steel Company at St. Louis (Mo., U. S. A.)) (33) July 2.
L'Emploi des Alliges Legers et Ultra-Légers dans la Construction Mécanique et notamment dans l'Industrie Automobile. (The Use of Light and Ultra-light Alloys in Mechanical Construction, Especially in the Automobile Industry.) (33) July 23.
Bemessung von Trägerstrassen.* (Measurement of Girder Trains.) C. Holzweiler. (50) Sept. 16, 1920.
Das Feineisenwalzwerk des Bismarckhütte, Abt. Falvahütte.* (Small Bar Mill of the Bismarckhütte, Section Falvahütte.) Heinrich Esser. (50) Dec. 9–16, 1920.
Die wichtigsten Fluss- und Reduziermittel in der Metallgiesserei.* (The Most Important Fluxes and Reducing Agents in the Metal Foundry.) C. Irresberger. (50) June 30.
Schwinden und Lunkern des Eisens.* (Contraction and Piping in Iron.) Karl Sipp. (50) June 30.
Synthetische Herstellung von Giessereiroheisen und dessen Eigenschaften.* (Synthetic Production of Cast Pig Iron and Its Properties.) J. Bronn. (50) June 30.
Ueber Aufbereitung des Stückschlacke für Gleisbettungszwecke.* (Preparation of Crushed Slag for Track Ballast.) Horst v. Schwarze. (50) July 7.
Ueber Querschnitts-Abmessungen von Stahlblöcken für Schmiedestücke, (Measuring Cross-Sections of Steel Blocks for Forging Pieces.) F. Pacher. (50) July 7.
Die Herstellung des Dolomit-Teer-Gemisches im Thomasstahlwerk.* (The Production of Dolomite-Tar Mixture in the Basic Steel Works.) Max Backheuer. (50) July 14.
Ueber Hochofenbegichtungsanlagen.* (On Equipment for Charging Blast Furnaces.) H. Lent. (50) Serial beginning July 14.

Mining.

Coal-Mine Explosions.* James W. Paul. (58) Mar.
Third Report of the Committee on "The Control of Atmospheric Conditions in Hot and Deep Mines." (Inst. M. E.) (106) July.
The Cooling Effect of the Ventilating Current.* C. Mezger. (From *Glückauf.*) (57) July 22.

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* Illustrated.

Mining—(Continued).

New Electric Mine Lamps.* (11) July 22.
Submersible Electric Motors in Mining Work.* A. J. Ramsay. (Abstract of paper read before the North Staffordshire Inst. of Min. Engrs.) (57) July 29; (22) July 29.
Operations of the Engels Copper Mining Company.* Arthur B. Parsons. (103) Serial beginning July 30.
How the Kingston Coal Company Reduces Subsidence and Conserves Coal by Rock Filling and Silting.* D. C. Ashmead. (45) Aug. 4.
Unwatering Pencaitland Colliery.* (22) Aug. 5.
Submarine Mining in Nova Scotia. Alexander S. McNeil. (From paper read before the Min. Soc. of Nova Scotia.) (57) Aug. 5.
Storage Battery Locomotives.* (57) Aug. 5.
Nova Scotia Steel & Coal Co. is Completely Removing Coal Seam Under Ten Square Miles of Sea Area.* A. S. McNeil. (Paper read before Nova Scotia Min. Soc.) (45) Aug. 11.
Conditioning Renton Mine After Severe Gas Explosion.* Alphonse F. Brosky. (45) Aug. 11.
French Coal Dust Experiments. J. Taffonel. (57) Aug. 12.
Trent Process of Cleaning Coal. G. H. J. Perrott and S. P. Kinney. (24) Aug. 13.
Bad Fire at Kathleen Mine is Rapidly Extinguished.* Eugene McAuliffe. (45) Aug. 18.
How to Guard Electrical Equipment by Fuses, Starting Devices, Independent and Tie Circuit Breakers. B. F. Grimm. (From paper read before the West Virginia Coal Min. Inst.) (45) Aug. 18.
Spontaneous Combustion of Coal in Mines.* (Final Report of the Departmental Committee.) (22) Aug. 19.
Running Mine Fans in Combination.* David Penman. (From paper read before the Min. Inst. of Scotland.) (22) Aug. 19.
Guarding Transformers and Rotaries from Overload and Entire Installation from Lightning and Surges.* B. F. Grimm. (From paper read before West Virginia Coal Min. Inst.) (45) Aug. 25.
Lining a Shaft with Concrete and Gunite without Interfering with Operation.* R. H. Gillespie. (45) Aug. 25.
Perforatrices a Cables, Système Keystone.* (Keystone Cable Drills.) (33) June 18.
Les Principes de la Préparation Mécanique des Minerais.* (Principles of the Mechanical Preparation of Minerals.) (33) July 30.

Miscellaneous.

The Ventilation and Humidification of Textile Factories.* H. N. Leask. (Abstract of paper read before Rochdale Cotton Spinners' Mutual Impvt. Soc.) (11) July 29.
Working on Cost Plus Professional Charges. Robert D. Kohn. (6) Aug.
Standard Form of Agreement Between Contractor and Owner. (Report of Comm. of Assoc. of Canadian Construction Industries.) (96) Aug. 4.
Cost-Plus Form of Agreement. (Report of Committee of Assoc. of Canadian Building and Constr. Industries.) (96) Aug. 11.
Powder-Post Damage to Timber and Wood Products.* A. D. Hopkins and T. E. Snyder. (13) Aug. 13.
Industrial Gas-Research Agencies. R. S. McBride. (83) Aug. 20.
Some Features of Engineering Education. W. H. Burr. (From paper presented before the Soc. for the Promotion of Eng. Education.) (86) Aug. 24.

Municipal.

Methods of Snow Disposal.* H. S. Richards. (99) Vol. 26, 1920.
The Making of Regional Surveys. Thomas Adams. (99) Vol. 27, 1920.
The St. Louis City Plan. E. R. Kinsey. (99) Vol. 27, 1920.
The Zoning Plan Recently Adopted for Washington, D. C. Harland Bartholomew. (99) Vol. 27, 1920.
Transportation and the City Plan. Nelson P. Lewis. (99) Vol. 27, 1920.
Report of Committee on Street Lighting.* (Am. Soc. Mun. Impvts.) (99) Vol. 27, 1920.
Notes on the Housing Schemes of a Large City.* John Bryce. (114) July 16.
The Preparation of a Town-Planning Scheme.* Leonard Leeper. (114) July 16.
Town-Planning Speculation. Percy Morris. (114) July 30.
Regional Surveys in Relation to Municipal Planning.* (13) Aug. 4.
Population Density as a Basis for Housing Regulations.* Frank B. Cartwright. (13) Aug. 25.

Railroads.

Report No. 3 on the Question of the Construction of the Road Bed and of the Track.* Charles H. Ewing. (88) July.
Report No. 4 on the Question of Reinforced Concrete.* G. A. Haggander. (88) July.
Report No. 4 on the Question of Slow Freight Traffic.* U. Lamalle. (88) July.
Note on the Mechanical Permanent Way Repairing Plant, A. Collet's System. M. Cartault. (88) July.
Locomotive Resistance and Mechanical Efficiency.* Keichi Asakura. (15) July 30.
Successful Use of Welded Joints in Baltimore.* W. W. Wysor. (17) July 30.
How Jigs Simplify Shop Operation on the E. P. & S. W.* F. G. Lister. (18) July 30.
Damage by Fire to Creosoted Trestle, N. C. & St. L. Ry.* (18) July 30.
Heavy Locomotives for the Southern Pacific.* (25) Aug.
Tyer's Simple Electric Motor for Battery or Power-Operated Signals.* (21) Aug.
Liquid-Fuel Burning Locomotives on British Railways.* (21) Serial beginning Aug.
Problems of Automatic Train Control. W. J. Thorrowgood. (Paper read before Inst. of Ry. Signal Engrs.) (21) Aug.
Maintenance of Air Operated Auxiliaries. (Abstract of Report presented to Air Brake Assoc.) (25) Aug.

* Illustrated.

Railroads—(Continued).

The Automatic Control of Locomotive Cutoff.* E. S. Pearce. (25) Aug.
Factors to be Considered in Freight Car Designing. Albert H. Lake, Jr. (25) Aug.
Terminal Warehouse Freight Movement.* H. McL. Harding. (117) Aug.
Developing 600-Mile Auto Trunk Line Carrier.* (117) Aug.
E. P. & S. W. Rebuilds 141-Mile Wood Stave Pipe Line.* J. L. Campbell. (15) Aug. 6.
Operating Characteristics of the Electric Locomotive.* N. W. Storer. (18) Aug. 6.
Factors Limiting Automatic Locomotive Cut-Off Control.* (18) Aug. 6.
Railroading Under Roof.* Charles Frederick Carter. (46) Aug. 13.
Lackawanna Elevates Tracks Through East Orange.* (15) Aug. 13.
High Capacity Consolidation Type Locomotives.* (18) Aug. 13.
Effect of Train Speed on Cost of Track Maintenance. C. C. Williams and J. M. Burt. (Abstract of Report of Committee on Economics of Railway Operation, Am. Ry. Engr. Assoc.) (86) Aug. 17.
Split-Head Rail Failure Shows Rupture.* James E. Howard. (Abstract of Report.) (20) Aug. 18.
Correct Illumination for Yards and Scalehouses.* J. H. Kurlander. (15) Aug. 20.
Report of Committee on Loading Rules.* (Am. Ry. Assoc.) (15) Aug. 20.
Report of Car Construction Committee.* (Am. Ry. Assoc.) (15) Aug. 20.
Report of Arbitration Committee. (Am. Ry. Assoc.) (15) Aug. 20.
Specifications and Tests for Materials. (Report of Committee Am. Ry. Assoc.) (15) Aug. 20.
Brake Shoe and Brake Beam Equipment. (Report of Committee of Am. Ry. Assoc.) (15) Aug. 20.
Report on Train Brake and Signal Equipment.* (Report of Committee Am. Ry. Assoc.) (15) Aug. 20.
Draft Gear Tests of the Railroad Administration.* (25) Aug. 21.
Lubrication of Car Journals without the Use of Waste.* (18) Aug. 27.
Build Long Tunnel to Eliminate Operating Hazard.* (13) Sept. 1.
Note sur la Mise en Service du Dispatching-System sur le Réseau P. L. M.* (Note on Putting the "Dispatching System" in Operation on the P. L. M. System.) MM. Narps et Beal. (38) July.
Nouveaux Essais du Frein Continu Système "Westinghouse" pour Trains de Marchandises, Faits sur le Réseau P. L. M.* (New Tests on the Westinghouse Continuous Brake for Freight Trains, Made on the P. L. M. System.) M. Tête. (38) July.
Ueber Betriebskurven und Betriebsicherheit verschiedener Verfahren der Nutzbremsung bei elektrischen Bahnen.* (On Operating Curves and Operating Safety of Various Methods of Effective Braking for Electric Railways.) W. Kummer. (107) Serial beginning Mar. 26.
Ueber Aufbereitung der Stuckschlacke für Gleisbettungszwecke. (Preparation of Crushed Slag for Track Ballast.)* Horst v. Schwarze. (50) July 7.

Railroads, Street.

Cincinnati Builds Belt-Line Rapid-Transit Railway.* Frank L. Raschig. (13) Aug. 13.
Bus or Retrack.* Walter Jackson. (17) Aug. 17.
Springs for Easy Riding Cars. L. F. Seelar. (17) Aug. 20.
Systematic Maintenance Good Investment.* John S. Dean. (17) Aug. 20.

Roads and Pavements.

Pavement Foundations as a Factor in Economic Transportation.* Robert C. Barnett. (99) Vol. 27, 1920.
Width of Roadways for Different Classes of Streets. Robert Hoffman. (99) Vol. 27, 1920.
Relation of the Proposed Uniform Vehicle Law to Municipal Traffic Regulations. H. G. Shirley. (99) Vol. 27, 1920.
Report of Committee on Traffic and Transportation. (Am. Soc. Mun. Impvts.) (99) Vol. 27, 1920.
Report of Committee on Street Paving. (Am. Soc. Mun. Impvts.) (99) Vol. 27, 1920.
Report of Committee on Standard Tests for Bituminous Materials. (Am. Soc. Mun. Impvts.) (99) Vol. 27, 1920.
Bricks *vs.* Blocks. S. Cameron Corson. (99) Vol. 27, 1920.
Paving Brick and Brick Pavements. J. C. Travilla. (99) Vol. 27, 1920.
Concrete for Municipal Paving. H. C. Boyden. (99) Vol. 27, 1920.
Recent Experiences with Wood Block Pavements.* Hermann Von Schrenk. (99) Vol. 27.
Gravel: A Plea for Common Sense Specifications. Wallace F. Purrington. (99) Vol. 27, 1920.
Tarvia B Surface-Treated Gravel for Light Traffic City Streets.* D. B. Davis. (99) Vol. 27, 1920.
The Protection of Gravel Roads by Surface Treatments. Philip P. Sharples. (99) Vol. 27, 1920.
Asphalt Block Pavements.* P. S. Thompson. (99) Vol. 27, 1920.
Asphaltic Pavement Construction on Illinois State Highway and Chicago Boulevard Link.* John B. Hittell. (99) Vol. 27, 1920.
Present Status of Macadam Base for Bituminous Pavement.* Julius Adler. (99) Vol. 27, 1920.
The Elimination of Unnecessary Tests from Asphalt Cement Specifications. R. R. Barrett. (99) Vol. 27, 1920.
Experimental Pavements in the Borough of Queens.* Fred H. Shepheard and E. E. Butterfield. (99) Vol. 27, 1920.
Concrete Pavement for City Street with Car Tracks.* C. R. Ege. (117) Aug.
New Design Reinforced-Concrete Road Built in Massachusetts.* Walter S. Edge. (13) Aug. 4.

* Illustrated.

Roads and Pavements—(Continued).

Strengthen Concrete Paving without Increasing Cost.* B. H. Wait. (13) Aug. 4.
Illinois Begins Traffic Endurance Test. Clifford Older. (13) Aug. 18.
Salient Features on Conduct of Surveys for Roads and Pavements. W. R. Wolfinger. (96) Aug. 25.

Sanitation.

The St. Louis Sewer System.* W. W. Horner. (99) Vol. 27, 1920.
The Present Status of the Activated Sludge Disposal Process.* Edward Bartow. (99) Vol. 27, 1920.
Sewage Treatment Plant at Bridgeport, Connecticut.* James A. McElroy. (99) Vol. 27, 1920.
The Disposal of Trade Wastes. Robert Spurr Weston. (99) Vol. 27, 1920.
The Miles-Acid Process on Tannery Sewage Waste. E. S. Dorr. (99) Vol. 27, 1920.
Ten Years' Operation of a Municipal Reduction Plant. Walter D. Bee. (99) Vol. 27, 1920.
Current Tendencies in Sewage Disposal Practice. George W. Fuller. (4) Aug.
Large Scale Activated Sludge Plant at Woodstock, Ontario.* W. G. Ure. (96) Aug. 4.
Intermittent Aeration in Activated Sludge Process.* (86) Aug. 10.
Side Slopes of Drainage Ditches in Unstable Soil. (13) Aug. 11.
The Activated Sludge Process of Sewage Purification.* William Ransom. (60) Aug. 13.
Nitrogen—with Special Reference to Activated Sludge. Gilbert J. Fowler. (Abstract by Kenneth Allen.) (13) Aug. 25.
Irrigation and Fertilization with Wet Activated Sludge. H. C. H. Shenton. (96) Aug. 25.
German Sewage Settling Tanks with Separate Sludge Digestion.* M. B. Tark. (13) Sept. 1.

Structural.

The Construction of Public Buildings and Bridges in St. Louis.* L. R. Bowen. (99) Vol. 27, 1920.
Report No. 4 on the Question of Reinforced Concrete.* G. A. Haggander. (88) July.
Measurement of Vibration of the 660-Ft. Wireless Telegraph Station Tower at Haranomachi.* F. Omori. (11) July 29.
The Disintegration of Concrete in Alkali Soils.* G. M. Williams. (5) Aug.
Proposed Investigations in Structural Engineering. W. M. Wilson. (4) Aug.
Municipal and Private Building Inspection.* Frank B. Cartwright. (13) Aug. 4.
Structural Features of Chicago Federal Reserve Bank.* (13) Aug. 4.
The Aerodynamic Experimental Station at Göttingen.* (11) Aug. 5.
A Method of Calculating the Strength of Slabs.* A. Ingerslev. (11) Serial beginning Aug. 5.
The 72-In. Reflecting Telescope for the Dominion of Canada. (11) Serial beginning Aug. 5.
Concrete Building Plant Layout for Limited Room.* Carl A. Markgraf. (13) Aug. 11.
Timber Truss Roof Designed for Special Conditions.* (13) Aug. 11.
New Shops and Storage Yards of Ferro Concrete Construction Co.* Paul P. Suiter. (86) Aug. 17.
Small Concrete Roof-Slab Failure in Seashore Hotel.* Lewis R. Ferguson. (13) Aug. 18.
Concrete Chuting Plants.* (13) Aug. 18.
The Latticing of Compression Members.* R. Fleming. (86) Aug. 24.
Large Apparatus for Tests of Lateral Earth Pressures.* G. M. Braune and Jacob Feld. (13) Aug. 25.
An Investigation Into the Use of Bulk Cement. (Discussion by Staff of the Turner Construction Co., N. Y. C.) (13) Aug. 25.
Construction Joints in Concrete Girders of 62½-Ft. Span.* (13) Sept. 1.
La Construction des Réservoirs en Béton Armé à l'Aide de Formes et d'Echafaudages Mobiles.* (Construction of Reinforced Concrete Reservoirs with the Help of Movable Forms and Scaffoldings.) (33) May 21.
La Nouvelle Usine de la Cie Electro-Mécanique au Bourget (Seine).* (The Electro-Mécanique Co.'s New Plant at Bourget (Seine)). Ch. Dantin. (33) June 25.
Règle Logarithmique, Système Rieger, pour le Calcul des Constructions en béton armé.* (Rieger Logarithmic Rule for the Calculation of Reinforced Concrete Constructions.) J. Rieger. (33) July 2.
Les Cables de Suspension et Leur Emploi dans la Construction.* (Suspension Cables and Their Use in Construction.) (33) July 16.
Ueber Lichttecknik und Lichtteckniker. (On Illuminating Technique and Illuminating Engineers.) J. Teichmüller. (48) Apr. 23.
Berechnung von Rahmentragwerken aus Elementen stetig veränderlicher Höhe.* (Calculation of Structural Frameworks of Elements of Constantly Changing Heights.) Leopold Herzka. (107) May 7.

Water Supply.

The Water Supply of St. Louis. Francis T. Cutts. (99) Vol. 27, 1920.
Some Problems Encountered in Waterworks Engineering.* W. C. Hawley. (58) Mar.
The Romance of Water Storage. George A. Johnson. (59) July.
Establishing Rates for Service Rendered by Public Utilities by Contract. Walter A. Shaw. (59) July.
Operating a Water Works Plant Under State Supervision. C. M. Roos. (59) July.
Water Main Cleaning in Kansas City, Missouri.* Charles S. Foreman. (59) July.
The Water Supply of Memphis, Tennessee.* J. N. Chester and D. E. Davis. (59) July.
Impounded Water at Bloomington, Indiana.* D. H. Maxwell. (59) July.
Operation of the Water Filtration Plants at Evanston, Illinois, and Whiting, Indiana.* Samuel A. Greeley. (59) July.
The Division Pumping Station at Cleveland, Ohio, and Its Operation.* J. N. H. Christman. (59) July.

* Illustrated.

Water Supply—(Continued).

Rate of Solution of Sulphate of Aluminum.* J. W. Ellms, A. G. Levy and L. A. Marshall. (59) July.
Hydrogen Ion Concentration and Its Application to Water Purification. R. E. Greenfield. (59) July.
Repairing a Wood-Stave Pipe-Line.* G. A. Joslin. (103) July 30.
Irrigation Projects in Southern Oregon.* W. A. Scott. (117) Aug.
Self-Corrosion, Not Stray Current Electrolysis, in Manitoba. W. Nelson Smith. (117) Aug.
Easy Method of Determining Discharge Over Weir Having Velocity of Approach.* W. G. Stewart and E. H. Coffin. (117) Aug.
Wood Pipe Lines for Hydro-electric Development in New England.* (117) Aug.
Rebuilding an Unusual Wood Stave Pipe Line.* J. L. Campbell. (87) Aug.
Hydro-Electric Practice—Draft Tubes.* C. Voetsch. (64) Aug. 2.
E. P. & S. W. Rebuilds 141-Mile Wood Stave Pipe Line.* J. L. Campbell. (15) Aug. 6.
Compact Filtration Plant for Scarboro, Ontario.* (86) Aug. 10.
Methods of Laying Concrete Pipe for Irrigation Purposes. (86) Aug. 10.
Excavating the Foundation for Hetch-Hetchy Dam.* (13) Aug. 11.
Comprehensive Water-Power Development Basis for Economical Operation.* Lyle A. Whitsit. (27) Aug. 13.
Tuning Up Anew an Eight-Year Old Filtration Plant. (13) Aug. 13.
Important Features in the Design of High-Head Reaction Turbines.* F. H. Rogers. (64) Aug. 16.
Cleaning of Water Mains.* Charles S. Foreman. (96) Aug. 18.
Water Purification in Iowa State. Jack J. Hinman, Jr. (96) Aug. 18.
Birkenhead's Alwen Water Supply.* (12) Aug. 19; (11) Aug. 19.
Water Treatment—Intermittent or Continuous.* W. R. Toppan. (15) Aug. 20.
Stresses in Horizontal Pipes on Rigid Saddles.* Theodore B. Parker. (13) Aug. 25.
Precast Blocks Used Alternately with Concrete in Dam Coping.* David C. Finston. (13) Sept. 1.
Projet d'utilisation des Marées dans la Baie de Rothéneuf (Ille-et-Vilaine).* (Project for the Utilization of Tides in Bay of Rothéneuf (Ille-et-Vilaine).) Ch. Dantin. (33) July 30.

Waterways.

Systems of Concrete Piles.* (117) Aug.
The St. Lawrence Waterway. Charles Whiting Baker. (117) Aug.
Electrical Quay Cranes.* Claude W. Hill. (122) Serial beginning Aug.
Terminal Railways and Drayways.* H. McL. Harding. (18) Aug. 6.
Methods of Constructing Flexible Concrete Revetment on Miami River, Ohio.* (86) Aug. 17.
Flood Protection Channel Project for Dallas, Tex. (13) Aug. 25.
Freight-Handling Devices at the Port of Seattle.* Gilbert Gordon. (18) Aug. 27.
Precast Concrete Breakwaters Used in Lake Erie. (13) Sept. 1.
Note Sur les Ouvrages d'Accostage en Ciment Arme du Port de Nantes et de la Loire Maritime.* (Reinforced Concrete Docks in the Nantes Port and Loire Harbor.) M. Kauffmann. (43) Mar.–Apr.

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* Illustrated.

Vol. XLVII. SEPTEMBER, 1921. No. 7.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

This Society is not responsible for any statement made or opinion expressed in its publications.

CONTENTS

PLATES

For Index to all Papers, the discussion of which is current, see the back of the cover

Vol. XLVII. SEPTEMBER, 1921. No. 7.

AMERICAN SOCIETY OF CIVIL ENGINEERS
INSTITUTED 1852

PAPERS AND DISCUSSIONS

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THE FLOOD OF JUNE, 1921, IN THE ARKANSAS RIVER, AT PUEBLO, COLORADO

By James Munn* and J. L. Savage,* Members, Am. Soc. C. E.

To be Presented October 5th, 1921

Synopsis

This paper describes the causes and effects of the flood of June, 1921, in the Arkansas River, at Pueblo, Colo., and discusses general plans and estimates for future flood-control works.

A history of former floods is followed by a description of the recent flood, including a discussion of the causes, the resulting property damage, the estimated peak flow and flood volume, the drainage area and rainfall data, and a presentation of alternative plans and estimates for flood-control works.

History of Former Floods

The first flood in the Arkansas Valley known to white settlers occurred in 1864. At that time, Pueblo was little more than a trading post, and the damage was slight. The next flood of unusual volume occurred in 1894. At the time of this flood Pueblo had little or no river protection, and the Arkansas River meandered through the city, cutting its banks and changing its course. This flood did considerable damage by covering the railroad yards and flooding the city to Third and Fourth Streets. After the flood of 1894, the river channel was straightened and substantial levees were built, leaving the river in the condition obtaining at the time of the flood of June, 1921.

With the exception of a flood in the Purgatoire River, a tributary of the Arkansas, in 1908, which washed out the Fort Bent Canal diversion dam and the Amity Canal diversion dam, there has been little damage to irrigation or other works through floods on the Arkansas River or its tributaries in the past twenty years. The minor damages which have occurred from time to time during this period, have been due more to poor construction or insufficient protection than to unusual flood conditions.

* Denver, Colo.

Note.—These papers are issued before the date set for presentation and discussion. Correspondence is invited from those who cannot be present at the meeting, and may be sent by mail to the Secretary. Discussion, either oral or written, will be published in a subsequent number of *Proceedings*, and, when finally closed, the papers, with discussion in full, will be published in *Transactions*.

DESCRIPTION OF JUNE, 1921, FLOOD

On the afternoon of June 2d, 1921, the Arkansas River at Pueblo was carrying 8 100 sec-ft. At 11.30 P. M., the river began to rise rapidly and, at 2.00 A. M., on June 3d, the discharge was about 28 500 sec-ft. At 8.00 A. M., June 3d, the discharge had dropped to 3 500 sec-ft. and, from noon to 5.00 P. M., on June 3d, the discharge was only 2 800 sec-ft. At 5.00 P. M., June 3d, the river started to rise very rapidly, reaching a gauge height of 12.7 ft. and a discharge of 24 000 sec-ft. at 6.40 P. M., where it remained stationary until 7.40 P. M. At 7.40 P. M., it again started to rise rapidly, overtopping the levees and beginning to flood the city at 8.45 P. M., June 3d, with a gauge height of 18.14 ft.

When the river began to overflow its banks, the discharge was probably about 40 000 sec-ft., but from the time of overflow the quantity of water passing through the city cannot be accurately determined, due to the choking of the channel with débris of all kinds. Subsequent levels showed a maximum gauge height of 24.66 ft., and the peak discharge has been roughly estimated at 100 000 sec-ft. The river after overflowing at 8.45 P. M., on June 3d, continued to rise until about 1.30 A. M., of June 4th, when it began to recede. At 4.30 A. M., it had fallen to a gauge height of about 18 ft., with an estimated discharge of about 50 000 sec-ft.

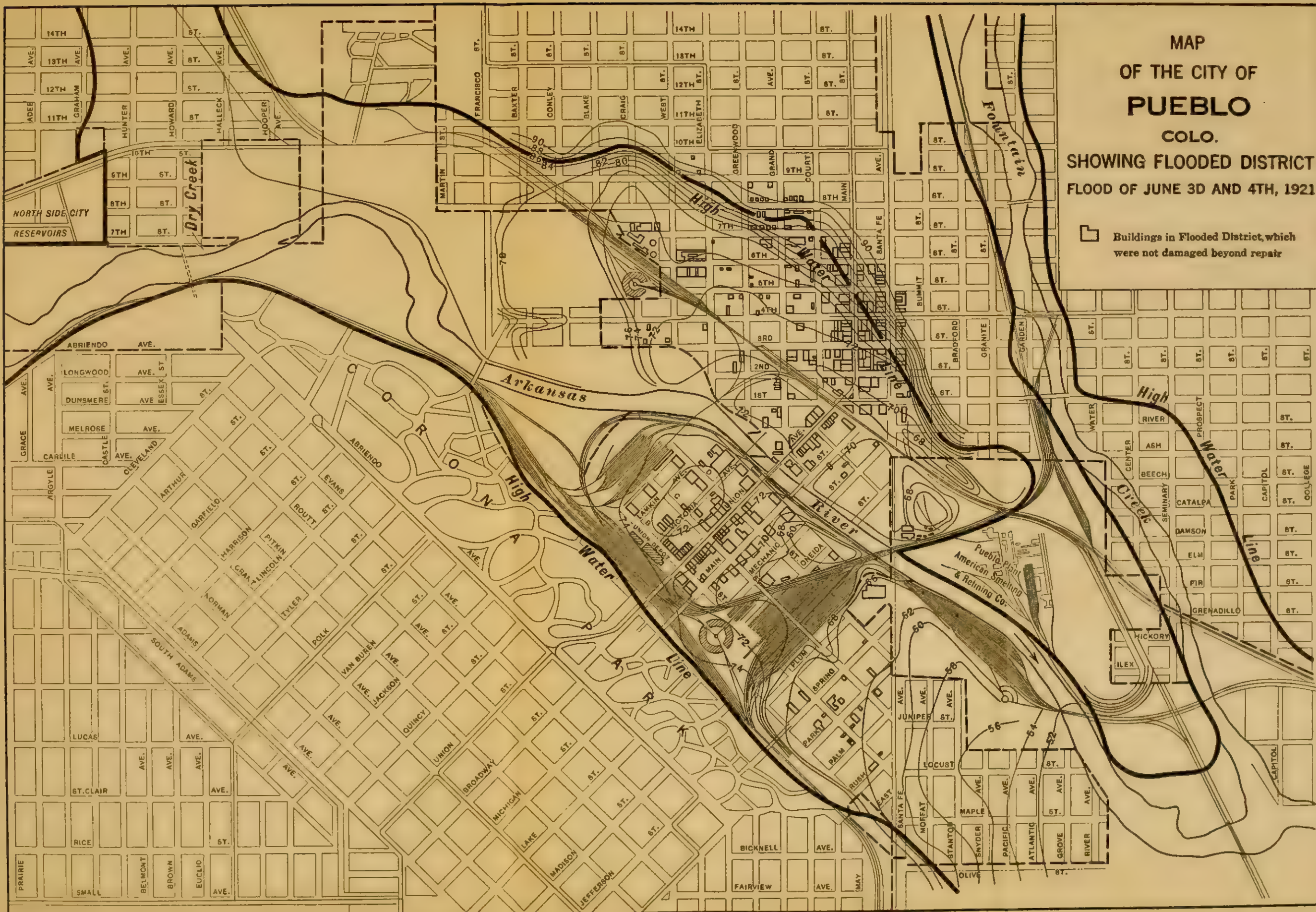
Sometime during the night of June 3d, a flood came down Fountain Creek, a tributary from the north, which joins the Arkansas River at Pueblo. The peak of this flood has been roughly estimated at 50 000 sec-ft. Although this flood receded quickly, it did considerable damage along its own course and added greatly to the damage in the Arkansas Valley below Pueblo.

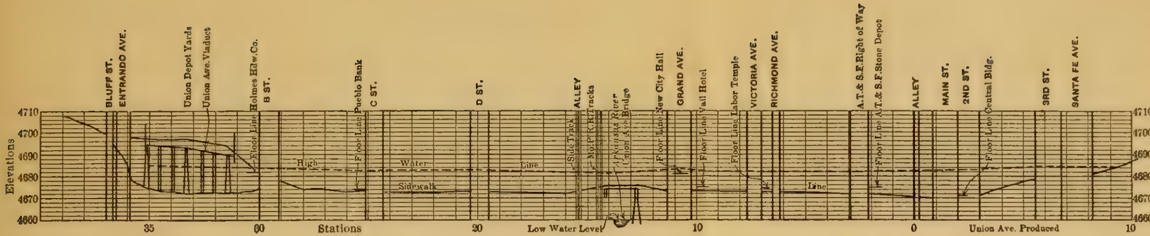
On Sunday, June 5th, at about 3.00 P. M., another flood in the Arkansas River swept through Pueblo, adding somewhat to the damage and causing renewed alarm. This flood was caused by the destruction of the Schaeffer Dam on Beaver Creek, which released about 3 100 acre-ft. of reservoir storage. Probably no damage would have resulted from this flood if the levees had not already been breached by the greater flood of June 4th. In this connection, it will be noted that the flood of June 5th, resulting from the destruction of the Schaeffer Reservoir, totaled only 3 100 acre-ft., or about one-thirtieth of the whole flood volume.

The flood in the Arkansas River below its junction with Fountain Creek at Pueblo was augmented to a considerable extent by floods in some of the tributaries entering below Pueblo. The St. Charles River added probably 10 000 sec-ft., and this stream did considerable damage along its own course. At La Junta, Colo., the peak in the Arkansas River was probably between 170 000 and 175 000 sec-ft. Below La Junta, the accretions were negligible, and near Lamar, at the Amity Canal diversion dam, the peak flow was estimated at 170 000 sec-ft.

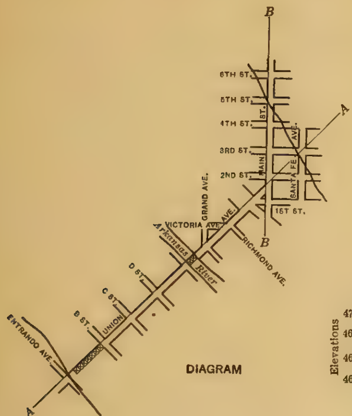
Although the flood peaks, as estimated, were very high, the duration of these high peaks was not long and, consequently, the flood volumes were not as large as might be expected. Rough estimates indicate that a total volume of about 100 000 acre-ft. passed through Pueblo from the Arkansas River and that

PLATE II.
PAPERS, AM. SOC. C. E.
SEPTEMBER, 1921.
MUNN AND SAVAGE ON
FLOOD OF JUNE, 1921, AT PUEBLO, COLO.

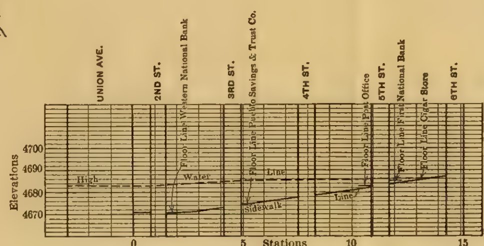




UNION AVENUE
(BLUFF STREET TO SANTA FE AVE.)
LINE *A-A*

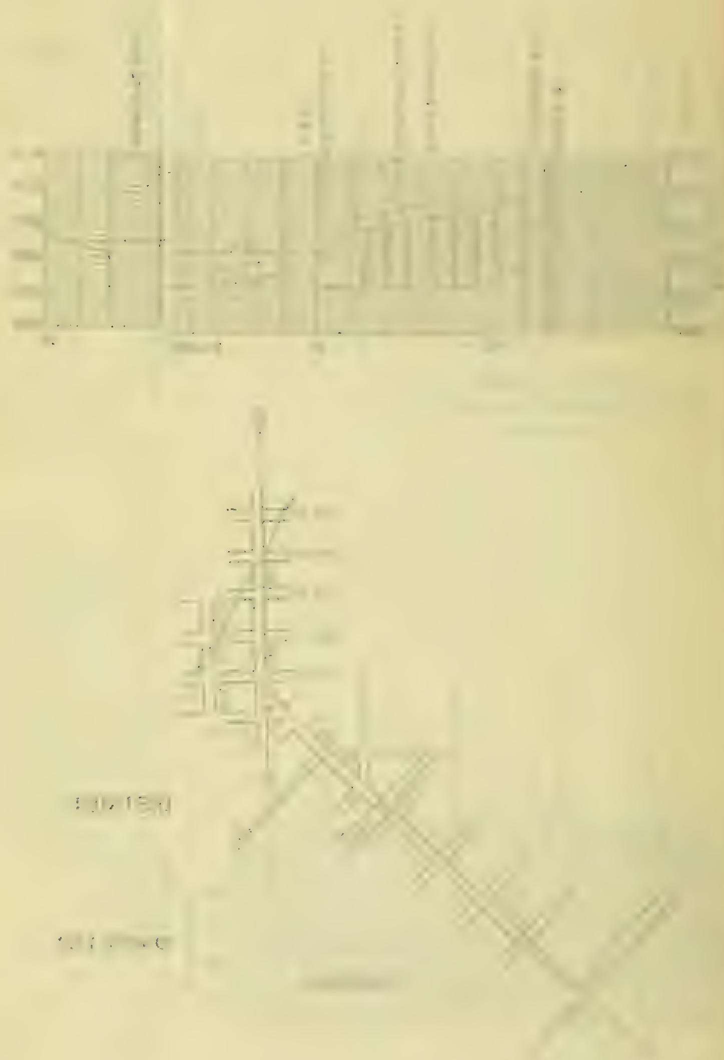


DIAGRAM



MAIN STREET
(UNION AVE. TO 6TH STREET)
LINE *B-B*

PROFILES
ACROSS FLOODED DISTRICT
CITY OF
PUEBLO
COLORADO
FLOOD OF JUNE 3RD AND 4TH, 1921



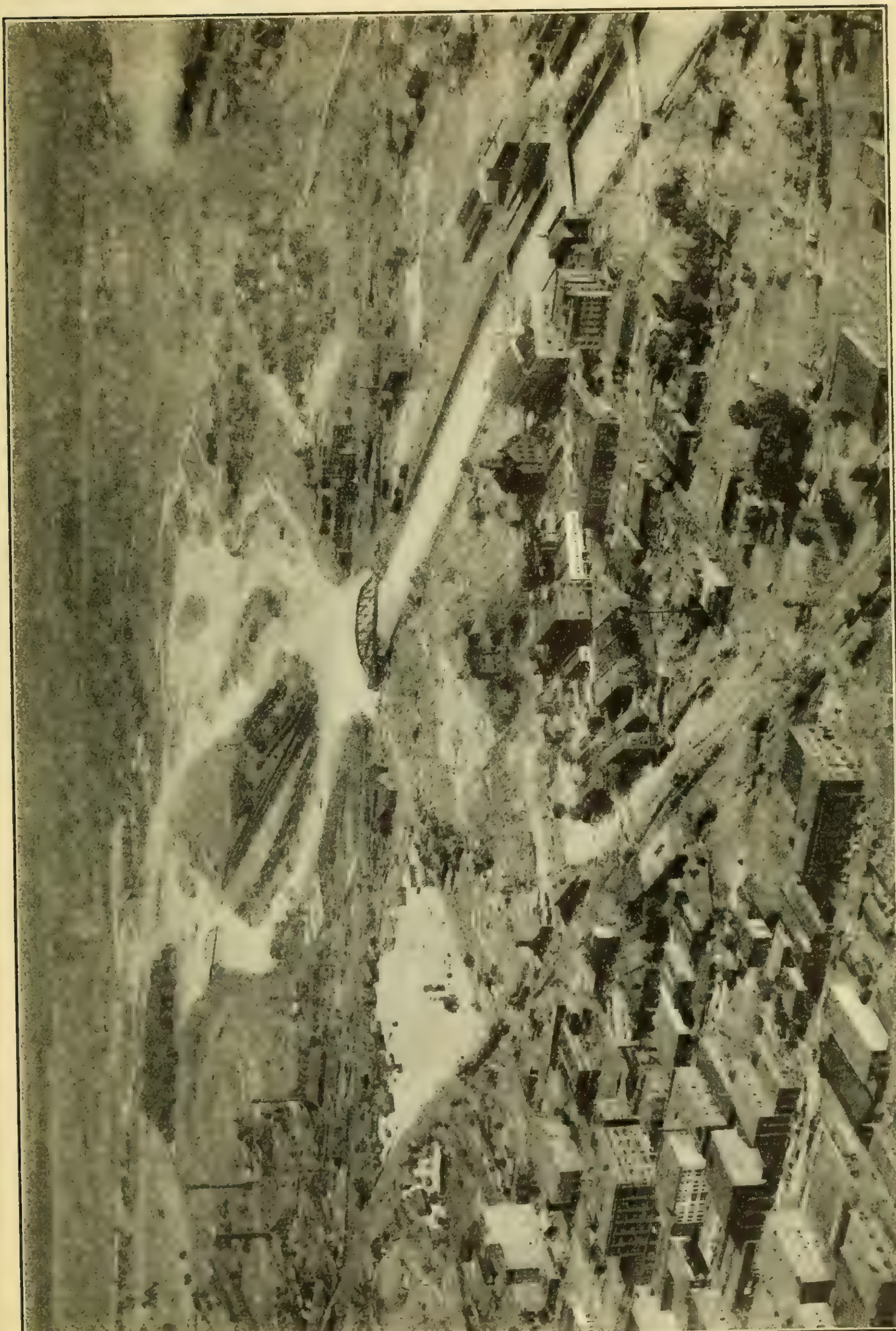


FIG. 1.—AEROPLANE VIEW OF FLOOD OF JUNE, 1921, IN THE ARKANSAS RIVER AT PUEBLO, COLO.

FIG. 2.—VIEW OF MICKALIS' PACKING PLANT, AND ARKANSAS RIVER, PUEBLO, COLO.

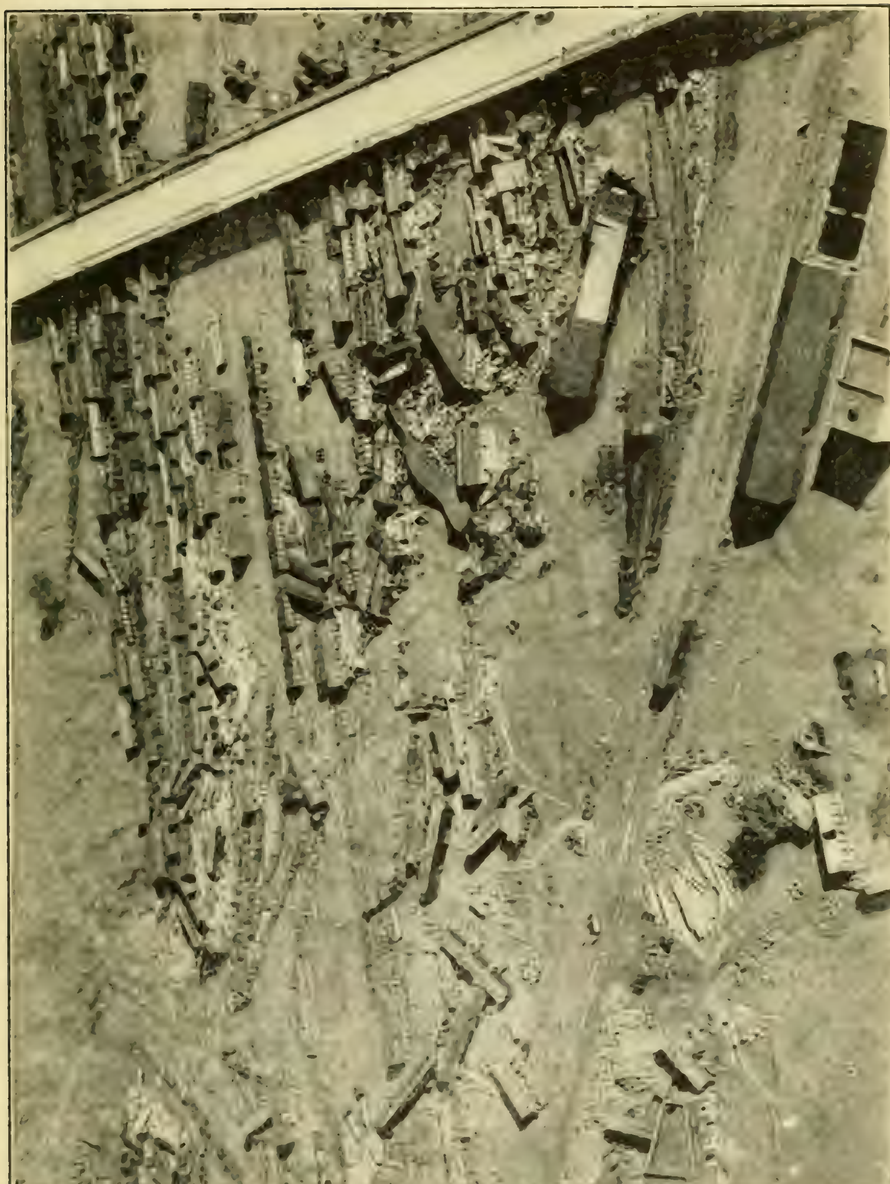


Fig. [illegible].—Aeroplane View of Flood Damage in Railroad Yards, Pueblo, Colo.

from about 50 000 to 75 000 acre-ft. was added by the Fountain, St. Charles, and other streams down the valley during the period of the flood.

Flood Losses

Preliminary estimates indicate that the property losses will total as follows:

Federal, State, and County	$900 000
Municipal	800 000
Real estate (city and town)	3 420 000
Personal (city and town)	3 575 000
Farm	3 675 000
Irrigation works	1 275 000
Railroads	4 685 000
Public utilities	500 000
Other property not included above	250 000
Total actual damage	$19 080 000

In addition to the actual damages, as estimated in the foregoing, there are intangible losses which are not covered in the estimates. The loss to railroads, public utilities, manufacturers, merchants, and business concerns generally, from the suspension of business, will aggregate a large sum. Likewise, the depreciation of property values, both within and without the flooded districts, if susceptible of estimate, would add materially to the actual losses.

In connection with the depreciation of property values, it should be noted that the ultimate depreciation will depend to a large extent on the scope of the flood-prevention measures finally adopted. If heroic measures are undertaken, and the City of Pueblo and other interests down the valley are made safe against future floods, the ultimate depreciation of property values will be comparatively little. However, if adequate flood protection is not provided, the depreciation of values will undoubtedly be very great.

The City of Pueblo suffered an actual loss of about $10 000 000 out of the total of $19 080 000. The effect of this loss can be realized by comparing it with the city's assessed valuation of $33 000 000. Besides suffering these staggering losses, the city was left with an expensive clean-up job. Fortunately, the War Department undertook extensive sanitary work, including the cleaning away of mud and débris and the repairing of damage to the city water-works system, furnishing the funds and equipment, in addition to a company of engineers, for such work.

Estimated Peak Flow and Volume

Probably the best estimate of the peak flow and the volume of the flood that can be made without extensive field surveys, is contained in a preliminary report to the State Engineer of Colorado, by Mr. R. G. Hosea, Deputy State Engineer. This report contains a table which is reproduced here as Table 1.

TABLE 1.—QUANTITATIVE ESTIMATE OF PUEBLO FLOOD.

Date, 1921.	Time.	Gauge.	Second-feet.	Average second-feet.	Hours.	Acre-feet.
June 2............	5.30 P. M.	7.8	7 900			
				8 100	6	4 050
June 2	11.30 P. M.	8.0	8 300			
				18 400	$2\frac{1}{2}$	3 833
June 3............	2.00 A. M.	13.7	28 500			
				16 000	6	8 000
June 3...........	8.00 A. M.	5.5	3 500			
				3 150	4	1 050
June 3............	12.00 M.	5.0	2 800			
				2 800	5	1 160
June 3............	5.00 P. M.	5.0	2 800			
				10 350	$1\frac{1}{6}$	1 000
June 3.	6.00 P. M.	11.2	17 900			
				20 950	$\frac{1}{2}$	873
June 3...........	6.40 P. M.	12.7	24 000			
				24 000	1	2 000
June 3...........	7.40 P. M.	12.7	24 000			
				34 500	1	2 875
June 3............	8.30 P. M.	16.85 (Max. channel could carry)	45 000			
June 3............	8.45 P. M.	overflow		72 500	5	30 200
June 4.........	1.30 A. M. (Est. from reports)	Max.	100 000 (Est.)	75 000	3	18 750
June 4............	4.30 A. M.	18.0	50 000 (Est.)	45 000	4	22 500
Total............	....	....	....	....	....	96 296

The main part of the flood started at 5.00 P. M. on June 3d, and totaled more than 78 000 acre-ft. in the following 18 hours. At 10.30 A. M., June 4th, the river was still flowing 40 000 sec-ft., as estimated by Mr. Hosea. There is, however, no information on which to base an accurate estimate of the volume added after this time. It is probable that fully 20 000 acre-ft. was added and that the main part of the flood, starting at 5.00 P. M., June 3d, and ending some time during the night of June 4th, totaled about 100 000 acre-ft. Rough estimates indicate that the peak flow in Fountain Creek was about 50 000 sec-ft., and that the flood volume was about 50 000 acre-ft. A hydrograph of the flood in the Arkansas River has been plotted corresponding with the data given in Table 1, which is shown on Fig. 8.

DRAINAGE AREA AND RAINFALL DATA

The drainage area which contributed to the flood in the Arkansas River through Pueblo, embraces 1 740 sq. miles, between Canon City and Pueblo. The drainage area tributary to Fountain Creek, which creek joins the Arkansas River at Pueblo, includes 930 sq. miles. These drainage areas consist largely of barren land ranging in elevation from 4 600 to 9 000 ft. above sea level. The areas at different elevations are shown by Table 2.

The drainage area on the Arkansas River above Canon City, embracing 3 060 sq. miles, contributed very little to the flood, and this area can be eliminated from consideration in estimating the run-off. Although the rainfall was quite general over the tributary area of 1 740 sq. miles, the excessive rainfall was confined to a comparatively small portion of this area. The total volume of water which passed Pueblo has been estimated at 100 000 acre-ft. and

FIG. 4.—WRECKAGE IN YARDS OF DENVER AND RIO GRANDE RAILWAY COMPANY, ARKANSAS RIVER IN BACKGROUND.

FIG. 5.—WRECKAGE AT RAILROAD CROSSING OVER THE ARKANSAS RIVER.

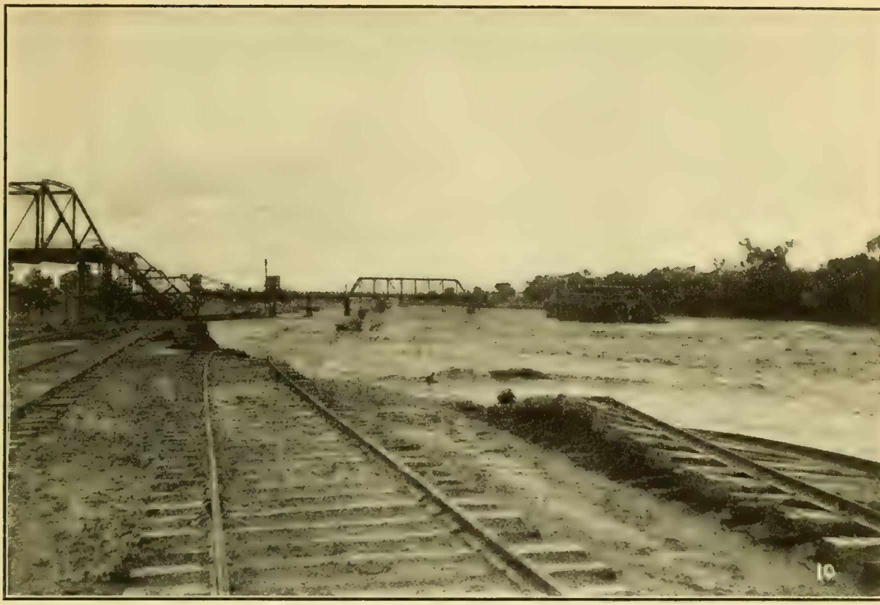


FIG. 6.—BRIDGE AND TRACK DESTRUCTION BY FOUNTAIN CREEK AT FIRST STREET, PUEBLO, COLO.

FIG. 7.—VIEW OF NORTH UNION AVENUE, PUEBLO, COLO., LOOKING TOWARD THE ARKANSAS RIVER.

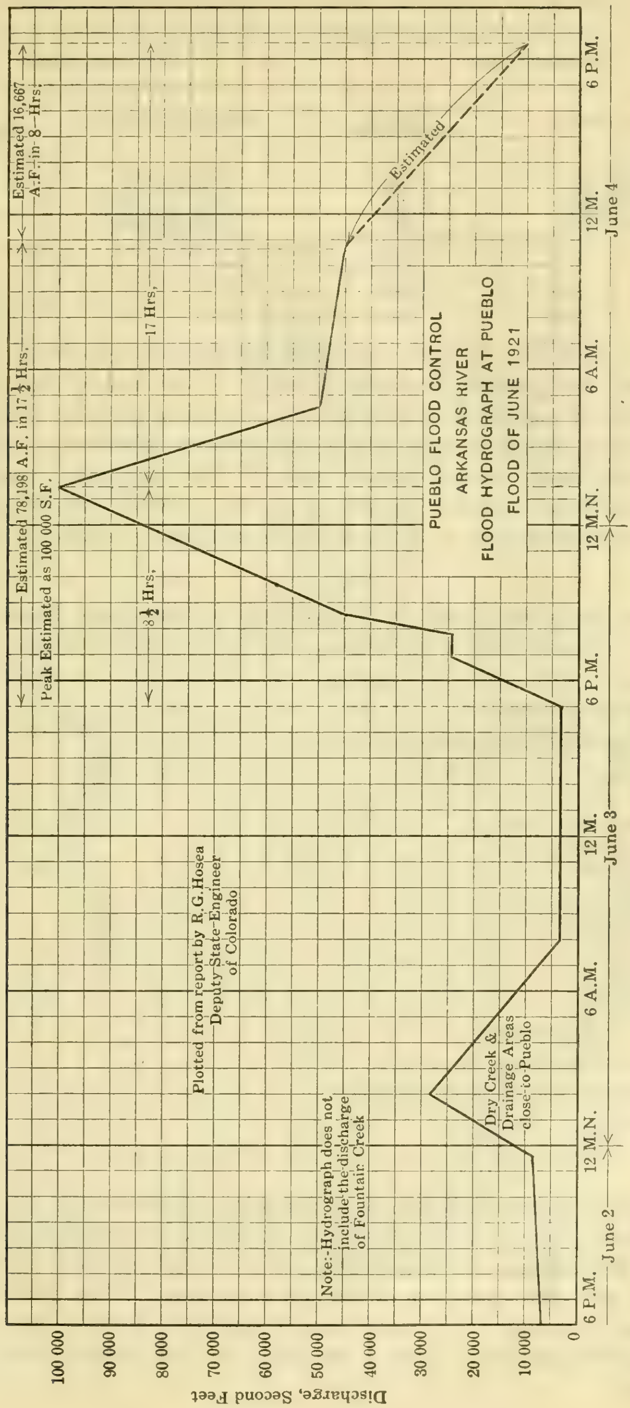

PUEBLO FLOOD CONTROL
ARKANSAS RIVER
FLOOD HYDROGRAPH AT PUEBLO
FLOOD OF JUNE 1921
Estimated 78,198 A.F. in 17½ Hrs.
Estimated 16,667 A.F. in 8 Hrs.
Peak Estimated as 100 000 S.F.
8½ Hrs.
17 Hrs.
Estimated
Plotted from report by R. G. Hosea
Deputy State Engineer
of Colorado
Dry Creek &
Drainage Areas
close to Pueblo
Note:-Hydrograph does not
include the discharge
of Fountain Creek
Discharge, Second Feet
100 000
90 000
80 000
70 000
60 000
50 000
40 000
30 000
20 000
10 000
0
6 P.M.
12 M.N.
6 A.M.
12 M.
6 P.M.
12 M.N.
6 A.M.
12 M.
6 P.M.
June 2
June 3
June 4

FIG. 8.

TABLE 2.—DRAINAGE AREAS AT DIFFERENT ELEVATIONS.

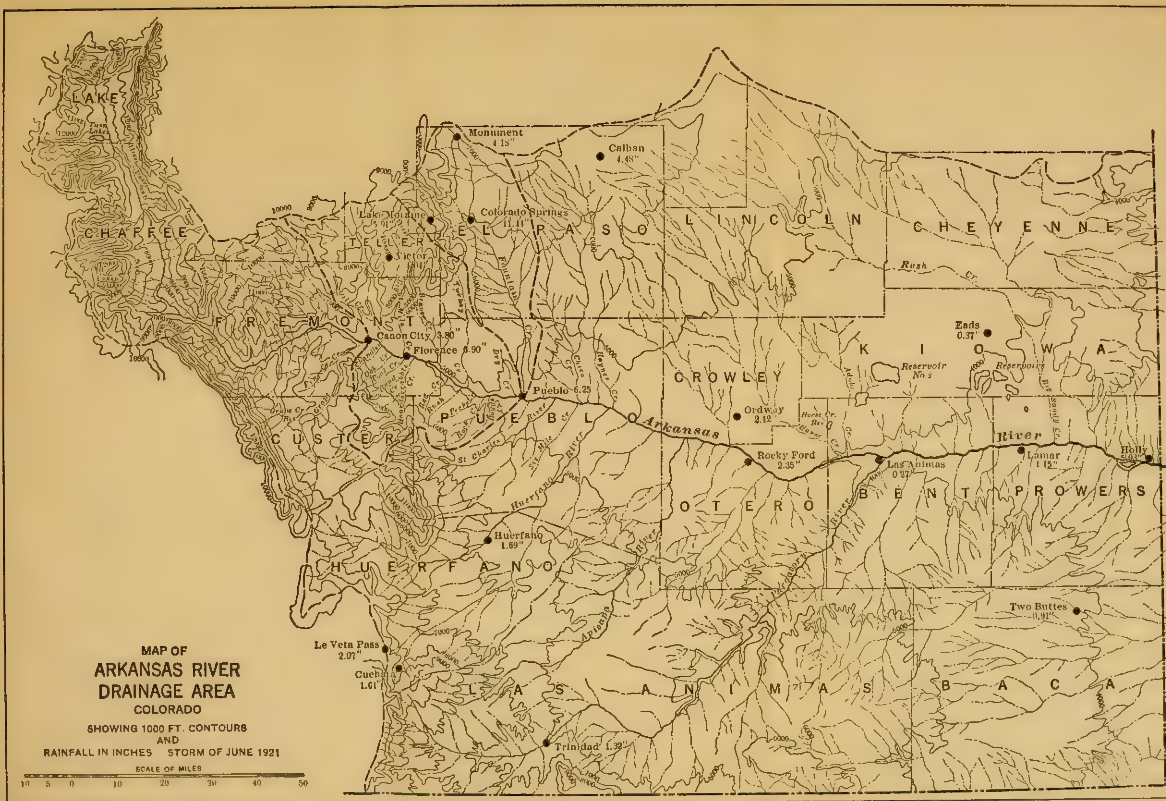
Arkansas River.		Fountain Creek	
Elevation, in feet.	Area, in square miles.	Elevation, in feet.	Area, in square miles.
4 000 to 5 000	88	4 000 to 5 000	38
5 000 to 6 000	632	5 000 to 6 000	337
6 000 to 7 000	229	6 000 to 7 000	273
7 000 and over	791	7 000 and over	282
Total	1 740	Total	930

probably one-half this volume came from less than 300 sq. miles of drainage area between Hardscrabble Creek and Pueblo. In this respect the storm which caused the flood was far from a maximum, and it is probable that a rainfall of an intensity equal to that which fell between Hardscrabble Creek and Pueblo might easily extend over an area of 1 000 sq. miles, resulting in a run-off of more than three times that of the recent flood. The drainage areas are shown in tabular form in Table 3 and in map form on Plate IV and Fig. 9.

TABLE 3.—DRAINAGE AREA OF TRIBUTARIES OF ARKANSAS RIVER, BETWEEN CANON CITY AND PUEBLO, AND OF FOUNTAIN CREEK.

Arkansas River, from North:		
Oil Creek	456 sq. miles	
Six-Mile, Eight-Mile, and Birch Hollow Creeks	140 " "	
Beaver Creek	260 " "	
Turkey Creek	215 " "	
Dry Creek	71 " "	
Total from North		1 142 sq. miles
Arkansas River, from South:		
Chandler Creek	38 sq. miles	
Oak Creek	72 " "	
Coal Creek	28 " "	
Hardscrabble Creek	186 " "	
Ritchie Gulch	40 " "	
Red Creek	42 " "	
Rush Creek	34 " "	
Peck Creek	46 " "	
Rock Creek	67 " "	
Boggs Creek	25 " "	
Small creeks between Boggs Creek and Pueblo	20 " "	
Total from South		598 sq. miles
Total between Canon City and Pueblo		1 740 sq. miles
Fountain Creek		930 sq. miles

In studying the rainfall records of the recent storm, and of other storms in the Arkansas Valley, it is noted that in the two largest storms, namely, those of May, 1894, and June, 1921, the average rainfall increases quite uniformly with the elevation of the drainage area. This relation between rainfall and elevation of drainage area is shown in Table 6, from which the average rainfalls given in Table 7, are taken for the storms of May, 1894, and June, 1921.


MAP OF
ARKANSAS RIVER
DRAINAGE AREA
COLORADO
SHOWING 1000 FT. CONTOURS
AND
RAINFALL IN INCHES STORM OF JUNE 1921
SCALE OF MILES
10 5 0 10 20 30 40 50
LAKE
CHAFFEE
FREMONT
CUSTER
TELLER
EL PASO
LINCOLN
CHEYENNE
KIOWA
CROWLEY
PUEBLO
OTERO
BENT
PROWERS
HUERFANO
LAS ANIMAS
BACA
Monument 4.15"
Calhan 4.48"
Colorado Springs 11.11"
Victor
Canon City 3.80"
Florence 6.90"
Pueblo 6.25
Ordway 2.12
Rocky Ford 2.35"
Las Animas 0.27"
Lamar 1.15"
Eads 0.37"
Two Buttes 0.91"
Huerfano 1.69"
Le Veta Pass 2.07"
Cuchara 1.61"
Trinidad 1.32"
Arkansas
River
Rush Cr.
Reservoir No 3
Reservoirs
Holly

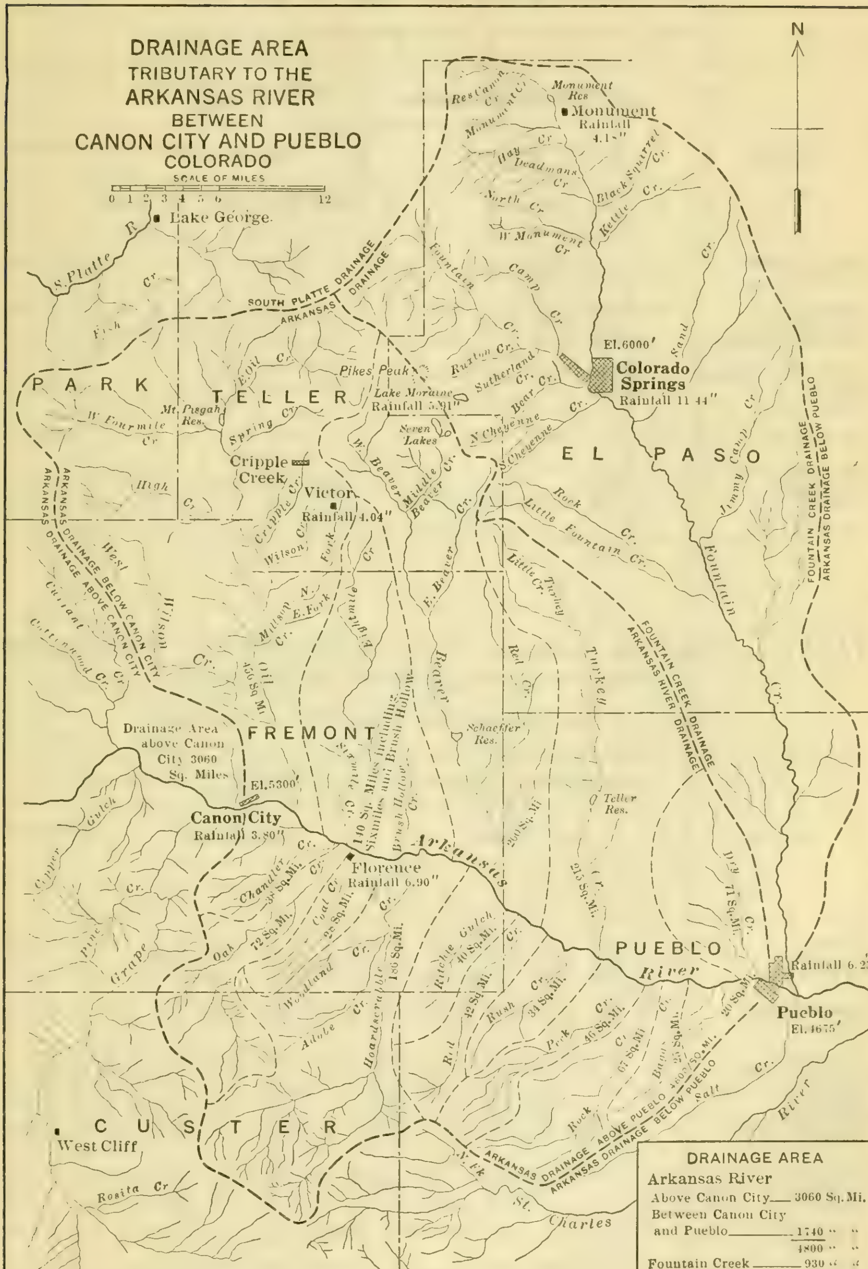

DRAINAGE AREA
TRIBUTARY TO THE
ARKANSAS RIVER
BETWEEN
CANON CITY AND PUEBLO
COLORADO
SCALE OF MILES
0 1 2 3 4 5 6 12
N
Lake George
Monument
Rainfall 4.18"
El.6000'
Colorado Springs
Rainfall 11.44"
Pikes Peak
Lake Moraine
Rainfall 5.91"
Seven Lakes
Cripple Creek
Victor
Rainfall 4.04"
PARK
TELLER
EL PASO
FREMONT
PUEBLO
CUSTER
SOUTH PLATTE DRAINAGE
ARKANSAS DRAINAGE
ARKANSAS DRAINAGE BELOW CANON CITY
ARKANSAS DRAINAGE ABOVE CANON CITY
FOUNTAIN CREEK DRAINAGE
ARKANSAS RIVER DRAINAGE
ARKANSAS DRAINAGE ABOVE PUEBLO
ARKANSAS DRAINAGE BELOW PUEBLO
Drainage Area above Canon City 3060 Sq. Miles
El.5300'
Canon City
Rainfall 3.80"
Florence
Rainfall 6.90"
Schaeffer Res.
Teller Res.
Rainfall 6.25"
Pueblo
El.4675'
West Cliff
Arkansas
River
Fountain Cr.
St. Charles
DRAINAGE AREA
Arkansas River
Above Canon City 3060 Sq. Mi.
Between Canon City and Pueblo 1740 " "
4800 " "
Fountain Creek 930 " "

Fig. 9.

TABLE 4.—DAILY AND CUMULATED RAINFALL OVER ARKANSAS DRAINAGE AREA IN COLORADO DURING THE STORM OF MAY, 1894.

(Order of Stations is from West Proceeding East)

Station	Daily Rainfall, in Inches. Day of Month.						Cumulated Rainfall, in Inches. Days of Month.					Rainfall to:
	28	29	30	31	1	2	28–29	28–30	28–31	28–1	28–2	
Lake Moraine	......	......	5.50	2.00	......	......	......	5.50	7.50	......	......	6.00 P. M.
Canon City	......	0.75	4.31	......	......	......	......	5.06	......	......	......	....
Husted	0.03	0.08	1.15	0.84	0 22	......	0.11	1.26	2.10	2.32	......	6.00 A. M.
Glen Eyrie	......	......	3.13	1.58	0.15	......	......	3.13	4.71	4.86	......	....
Colorado Springs	......	0.08	2.95	1.44	0.50	......	0.08	3.03	4.47	4.97	......	....
Divide Exp. Station	......	0.02	1.65	1.82	......	......	0.02	1.67	3.49	......	......	12.00 P. M.
Hamps	......	0.06	......	2.70	......	......	0.06	0.06	2.76	......	......	7.00 P. M.
Rocky Ford	......	......	......	3.50	......	......	......	......	3.50	......	......	....
Las Animas	......	......	0.07	1.09	......	......	......	0.07	1.16	......	......	7.00 P. M.
Cheyenne Wells	......	......	2.00	......	......	......	......	2.00	......	......	......	....
Springfield	......	4.00	......	0.10	......	......	4.00	4.00	4.10	......	......	....
Vilas	0.14	0.62	0.93	0.76	......	......	0.76	1.69	2.45	......	......	....

TABLE 5.—DAILY AND CUMULATED RAINFALL OVER ARKANSAS DRAINAGE AREA IN COLORADO DURING THE STORM OF JUNE, 1921.

(Order of Stations is from West Proceeding East)

Station	Daily Rainfall, in Inches. Day of Month.						Cumulated Rainfall, in Inches. Days of Month.					Rainfall to:
	2	3	4	5	6	7	2–3	2–4	2–5	2–6	2–7	
Victor	......	0.03	2.08	1.55	0.37	0.01	0.03	2.11	3.66	4.03	4.04	4.00 P. M.
Canon City	......	0.30	2.35	0.75	0.40	......	0.30	2.65	3.40	3.80	......	....
La Veta Pass	......	0.98	0.89	......	0.20	......	0.98	1.87	1.87	2.07	......	....
Lake Moraine	......	0.65	3.68	1.40	0.18	......	0.65	4.33	5.73	5.91	5.91	3.30 P. M.
Florence	......	0.99	3.31	2.47	0.13	......	0.99	4.30	6.77	6.90	......	....
Monument	0.06	......	2.90	0.82	......	0.40	0.06	2.96	3.78	3.78	4.18	4.00 P. M.
Colorado Springs	0.35	5.00	4.40	1.26	0.42	0.01	5.35	9.75	11.01	11.43	11.44	12.00 M.
Pueblo	1.94	1.64	1.45	1.12	0.09	0.01	3.58	5.03	6.15	6.24	6.25	3.25 P. M.
Huerfano	......	......	1.06	0.56	0.04	0.03	......	1.06	1.62	1.66	1.69	6.30 P. M.
Cuchara Camps	......	......	0.86	0.21	0.12	0.42	......	0.86	1.07	1.19	1.61	12.00 M.
Trinidad	......	0.20	0.55	0.30	......	0.27	0.20	0.75	1.05	1.05	1.32	3.15 P. M.
Calhan	......	......	3.26	0.83	0.39	......	......	3.26	4.09	4.48	......	7.30 P. M.
Ordway	0.25	......	0.90	0.75	0.19	0.03	0.25	1.15	1.90	2.09	2.12	....
Rocky Ford	......	......	1.40	0.80	0.15	......	......	1.40	2.20	2.35	......	....
Las Animas	......	0.27	......	......	......	......	0.27	......	......	......	......	8.00 P. M.
Eads	......	0.03	0.13	0.21	......	......	0.03	0.16	0.37	......	......	5.00 P. M.
Lamar	......	......	0.50	......	0.65	......	......	0.50	......	1.15	......	5.00 P. M.
Two Buttes	......	......	0.22	0.15	0.30	0.24	......	0.22	0.37	0.67	0.91	....
Holly	5.88	......	0.05	......	......	......	5.88	5.93	......	......	......	....

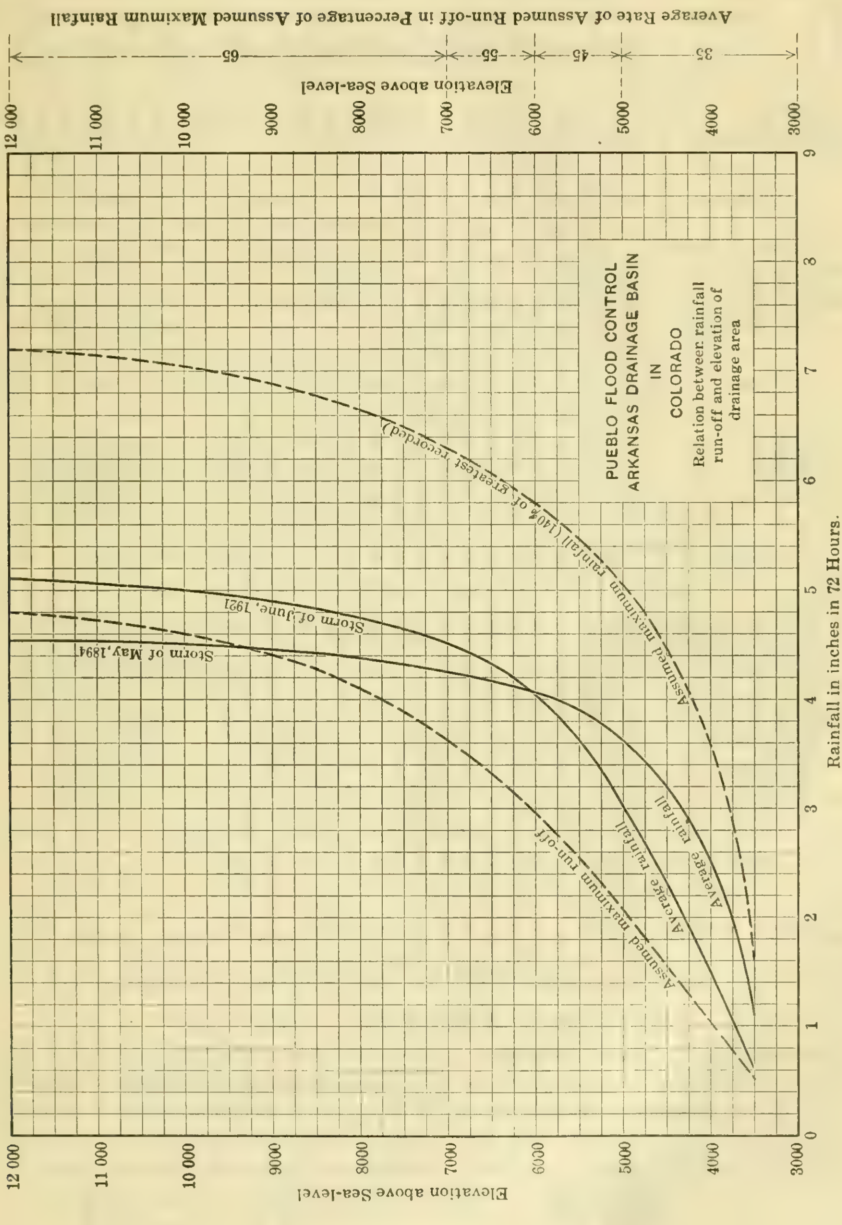

Average Rate of Assumed Run-off in Percentage of Assumed Maximum Rainfall
65
55
45
35
Elevation above Sea-level
12 000
11 000
10 000
9000
8000
7000
6000
5000
4000
3000
PUEBLO FLOOD CONTROL
ARKANSAS DRAINAGE BASIN
IN
COLORADO
Relation between rainfall
run-off and elevation of
drainage area
Assumed maximum rainfall (140% of greatest recorded)
Storm of June, 1921
Storm of May, 1894
Average rainfall
Average rainfall
Assumed maximum run-off
Rainfall in inches in 72 Hours.
0
1
2
3
4
5
6
7
8
9

Fig. 10.

TABLE 6.—DEPTH OF RAINFALL, IN INCHES, FOR VARIOUS

Elevation, in feet.	Station.	MAY, 1894.			JULY, 1899.			JUNE, 1903.		
		24 Hours.	48 Hours.	72 Hours.	24 Hours.	48 Hours.	72 Hours.	24 Hours.	48 Hours.	72 Hours.
3 000 to 4 000	Holly	....	....	....	1.16	1.16	1.16	3.25	3.92	4.19
	Lamar	....	....	....	2.30	2.40	2.49	1.00	1.86	2.20
	Las Animas	1.09	1.16	1.16	1.95	2.07	2.07	1.20	1.60	1.60
	Average	1.09	1.16	1.16	1.80	1.88	1.91	1.82	2.46	2.66
4 000 to 5 000	Cheyenne Wells	2.00	2.00	2.00	0.37	0.52	0.69	0.25	0.40	0.53
	Ordway	....	....	....	....	....	....	....	....	....
	Pueblo	....	....	....	....	....	....	....	....	....
	Rocky Ford	3.50	3.50	3.50	2.08	2.55	2.70	1.65	1.74	1.90
	Springfield	4.00	4.00	4.10	....	....	....	....	....	....
	Two Buttes	....	....	....	....	....	....	....	....	....
	Average	3.17	3.17	3.20	1.23	1.54	1.70	0.95	1.07	1.22
5 000 to 6 000	Canon City	4.31	5.06	5.06	0.45	0.75	0.79	0.64	0.89	1.37
	Florence	....	....	....	....	....	....	....	....	....
	Hamps	2.00	2.70	2.76	0.18	0.32	0.36	0.92	1.84	2.18
	Hoehne	....	....	....	0.34	0.51	0.84	1.31	1.81	1.96
	Trinidad	....	....	....	0.66	0.87	1.01	1.10	1.59	2.35
	Average	3.16	3.88	3.91	0.41	0.61	0.75	0.99	1.53	1.97
6 000 to 12 000	Calhan	....	....	....	....	....	....	....	....	....
	Colorado Springs	2.95	4.39	4.47	1.03	1.18	1.29	1.27	2.13	2.41
	Cuchara Camps	....	....	....	....	....	....	....	....	....
	Divide Exp. Station	1.65	3.47	3.49	....	....	....	....	....	....
	Glen Eyrie	3.13	4.71	4.86	0.49	0.85	0.85	0.72	1.17	1.45
	Husted	1.15	1.99	2.07	....	....	....	0.75	1.50	1.65
	Lake Moraine	5.50	7.50	7.50	1.36	1.60	1.72	1.00	1.65	2.05
	Monument	....	....	....	....	....	....	....	....	....
	North Lake	....	....	....	....	....	....	....	....	....
	Salida	....	....	....	0.90	1.32	1.49	0.48	0.76	1.10
	Santa Clara	....	....	....	1.08	2.13	2.73	1.63	3.00	3.97
	Victor	....	....	....	....	....	....	....	....	....
	Wortman	....	....	....	....	....	....	....	....	....
	Average	2.88	4.41	4.48	0.97	1.42	1.62	0.98	1.70	2.10
3 000 to 12 000	General average	2.84	3.68	3.72	1.02	1.30	1.44	1.14	1.72	2.06

TABLE 7.

Elevation, in feet.	AVERAGE RAINFALL, IN INCHES, IN 72 HOURS.	
	May, 1894.	June, 1921.
3 000 to 4 000	1.16	0.71
4 000 to 5 000	3.20	2.27
5 000 to 6 000	3.91	3.74
6 000 to 12 000	4.48	4.96
Average, 3 000 to 12 000	3.72	3.43

STATIONS IN THE ARKANSAS DRAINAGE AREA IN COLORADO.

Elevation, in feet.	Station.	JULY, 1914.			AUGUST, 1916.			JUNE, 1921.		
		24 Hours.	48 Hours.	72 Hours.	24 Hours.	48 Hours.	72 Hours.	24 Hours.	48 Hours.	72 Hours.
3 000	Holly	0.70	0.86	1.06	1.94	2.14	2.14	....	....	....
to	Lamar	1.00	1.25	1.25	2.05	2.65	3.05	0.65	0.65	1.15
4 000	Las Animas	0.77	1.17	1.17	2.15	2.25	2.27	0.27	0.27	0.27
	Average	0.82	1.09	1.16	2.05	2.35	2.49	0.46	0.46	0.71
	Cheyenne Wells	0.20	0.20	0.20	1.48	1.48	1.48	....	....	....
4 000	Ordway	....	....	....	....	....	....	0.90	1.65	1.84
to	Pueblo	1.25	1.84	1.94	1.39	2.08	2.08	1.64	3.09	4.21
5 000	Rocky Ford	2.00	2.32	2.61	2.50	2.58	3.08	1.40	2.20	2.35
	Springfield	....	....	....	....	....	....	....	....	....
	Two Buttes	0.66	1.07	1.48	2.87	3.14	4.75	0.22	0.37	0.67
	Average	1.03	1.36	1.56	2.06	2.32	2.85	1.04	1.83	2.27
	Canon City	1.10	1.60	1.75	0.90	1.08	1.08	2.35	3.10	3.40
5 000	Florence	....	....	....	....	....	....	3.31	5.78	6.77
to	Hamps	0.78	1.08	1.08	1.36	1.36	1.36	....	....	....
6 000	Hoenne	1.20	1.81	2.11	0.80	0.95	1.16	....	....	....
	Trinidad	0.75	1.53	2.06	0.97	0.97	0.97	0.55	0.85	1.05
	Average	0.96	1.51	1.75	1.01	1.09	1.14	2.07	3.24	3.74
	Calhan	....	....	....	....	....	....	3.26	4.09	4.48
	Colorado Springs	2.00	2.03	2.03	0.28	0.28	0.28	5.00	9.40	10.66
	Cuchara Camps	....	....	....	....	....	....	0.86	1.07	1.19
	Divide Exp. Station	....	....	....	....	....	....	....	....	....
	Glen Eyrie	....	....	....	....	....	....	....	....	....
6 000	Husted	....	....	....	....	....	....	....	....	....
to	Lake Moraine	0.44	0.77	1.17	0.85	1.43	1.75	3.68	4.33	5.73
12 000	Monument	....	....	....	....	....	....	2.90	3.72	3.72
	North Lake	0.78	1.46	2.01	0.75	1.37	1.57	....	....	....
	Salida	0.80	0.94	1.04	0.72	1.42	1.42	....	....	....
	Santa Clara	....	....	....	....	....	....	....	....	....
	Victor	....	....	....	....	....	....	2.08	3.63	4.00
	Wortman	0.40	0.60	0.70	1.00	1.00	1.00	....	....	....
	Average	0.88	1.16	1.39	0.72	1.10	1.20	2.70	3.63	4.96
3 000 to 12 000	General average	0.93	1.28	1.48	1.37	1.64	1.84	1.94	2.95	3 43

Curves showing the average rainfall in 72 hours at different elevations of the Arkansas River drainage area will be found on Fig. 10 for the storms of May, 1894, and June, 1921. Fig. 10 also shows a curve of assumed maximum rainfall in 72 hours, based on 140% of the greatest recorded rainfall in the storms of May, 1894, and June, 1921. It also shows a curve of assumed maximum run-off based on the following assumed percentages of run-off for the different elevations of the drainage area:

Elevation.	Percentage of Run-Off.
3 000 to 5 000	35
5 000 to 6 000	45
6 000 to 7 000	55
7 000 and over	65

TABLE 8.—PROBABLE MAXIMUM RUN-OFF FROM DRAINAGE AREA OF THE ARKANSAS RIVER BETWEEN CANON CITY AND PUEBLO (1 740 SQ. MILES), BASED ON THE STORMS OF MAY, 1894, AND JUNE, 1921.

(See Fig. 10)

Elevation above sea level, in feet.	AREA.		AVERAGE RAINFALL IN 72 HOURS.				RUN-OFF.		
	Square miles.	Acres.	Maximum recorded.		Probable maximum.		Assumed percentage of rainfall.	Based on maximum recorded rainfall, in acre feet.	Probable maximum, in acre-feet.
			Inches.	Acre-feet.	Inches.	Acre-feet.			
4 000 to 5 000	88	56 320	3.20	15 018	4.50	21 120	35	5 256	7 392
Sub-total..	88	56 320	......	15 018	......	21 120	......	5 256	7 392
5 000 to 6 000	632	404 480	3.91	131 793	5.50	185 387	45	59 307	83 424
Sub-total...	720	460 800	......	146 811	......	206 507	......	64 563	90 816
6 000 to 7 000	229	146 560	4.32	52 762	6.05	73 891	65	29 019	40 640
Sub-total...	949	607 360	......	199 573	......	280 398	.....	93 582	131 456
7 000 to 12 000	791	506 240	4.96	209 246	6.96	293 619	65	136 010	190 852
Total...	1 740	1 113 600	......	408 819	......	574 017	......	229 592	322 308*

NOTE.—The probable maximum rainfall is estimated to be 40% in excess of the greatest recorded rainfall during the storms of May, 1894, and June, 1921.

* Equivalent to 3½-in. run-off from 1 740 sq. miles.

Using the same storm area that contributed to the recent flood in the Arkansas River, namely, 1 740 sq. miles between Canon City and Pueblo, and applying the assumed maximum run-off rates, as shown on Fig. 10, to respective areas for different elevations of the storm area, a value of 322 000 acre-ft. has been obtained for the probable maximum run-off through Pueblo. The calculation of this quantity is shown in detail in Table 8. A run-off of 322 000 acre-ft. from 1 740 sq. miles is equivalent to an average run-off of 3½ in. Based on this total run-off, a hydrograph (Fig. 11) has been constructed of a shape similar to the hydrograph of the flood of June, 1921, which indicates a probable peak flow of about 168 000 sec-ft. in the Arkansas River through Pueblo. A similar study of the drainage area of Fountain Creek (Table 9) results in a probable maximum run-off of 164 000 acre-ft. and a probable peak flow of 110 000 sec-ft., as indicated on Fig. 12.

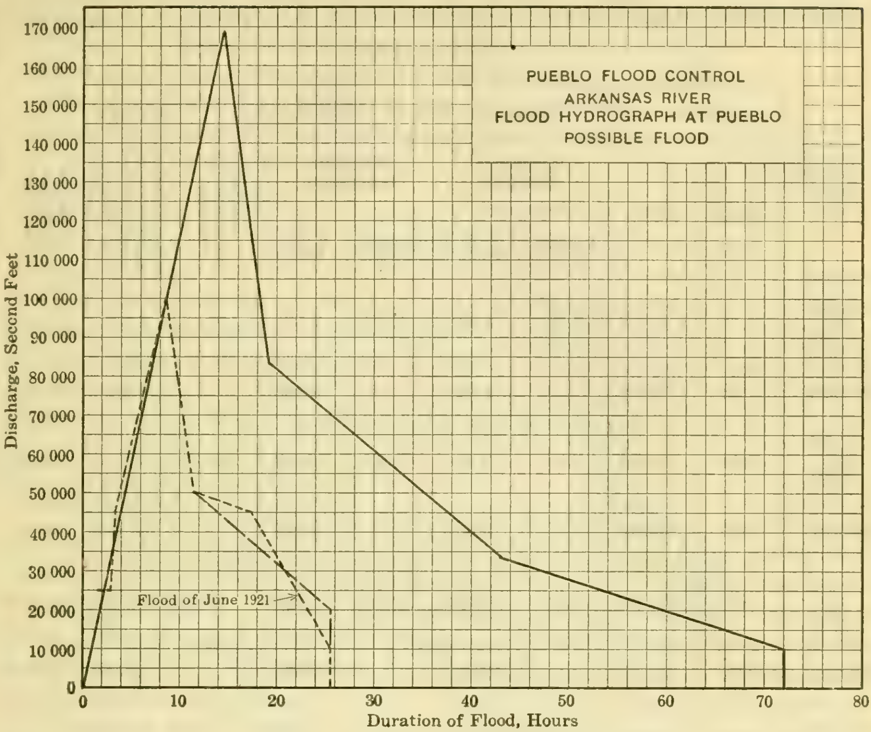

PUEBLO FLOOD CONTROL
ARKANSAS RIVER
FLOOD HYDROGRAPH AT PUEBLO
POSSIBLE FLOOD
Flood of June 1921
Discharge, Second Feet
170 000
160 000
150 000
140 000
130 000
120 000
110 000
100 000
90 000
80 000
70 000
60 000
50 000
40 000
30 000
20 000
10 000
0
0
10
20
30
40
50
60
70
80
Duration of Flood, Hours

FIG. 11.

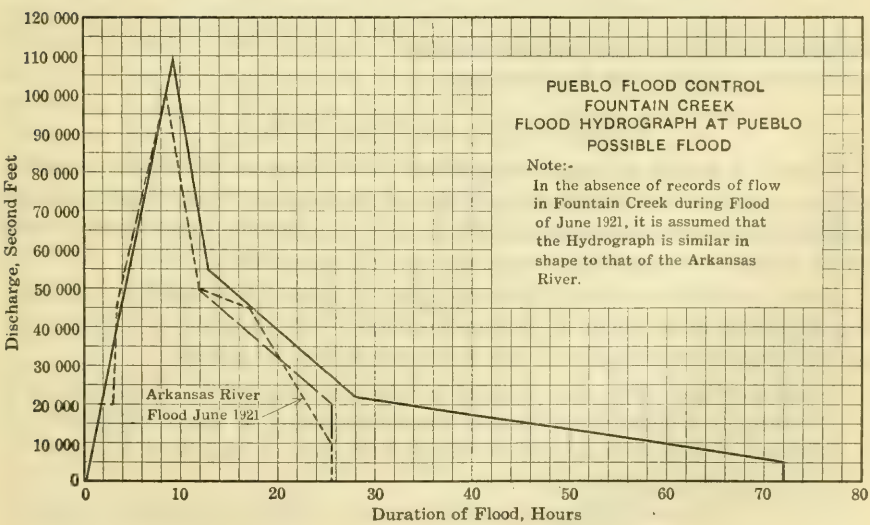

PUEBLO FLOOD CONTROL
FOUNTAIN CREEK
FLOOD HYDROGRAPH AT PUEBLO
POSSIBLE FLOOD
Note:-
In the absence of records of flow in Fountain Creek during Flood of June 1921, it is assumed that the Hydrograph is similar in shape to that of the Arkansas River.
Arkansas River
Flood June 1921
Discharge, Second Feet
120 000
110 000
100 000
90 000
80 000
70 000
60 000
50 000
40 000
30 000
20 000
10 000
0
0
10
20
30
40
50
60
70
80
Duration of Flood, Hours

FIG. 12.

TABLE 9.—PROBABLE MAXIMUM RUN-OFF FROM DRAINAGE AREA OF FOUNTAIN CREEK (930 SQ. MILES), BASED ON THE STORMS OF MAY, 1894, AND JUNE, 1921. (See Fig. 10)

Elevation above sea level, in feet.	Area.		Average Rainfall in 72 Hours,				Run-Off.		
	Square miles.	Acres.	Maximum recorded.		Probable maximum.		Assumed percentage of rainfall.	Based on maximum recorded rainfall, in acre-feet.	Probable maximum, in acre-feet.
			Inches.	Acre-feet.	Inches.	Acre-feet.			
4 000 to 5 000	38	24 320	3.20	6 485	4.50	9 120	35	2 270	3 192
Sub-total...	38	24 320	......	6 485	......	9 120	......	2 270	3 192
5 000 to 6 000	337	215 680	3.91	70 276	5.50	98 853	45	31 624	44 484
Sub-total...	375	240 000	......	76 671	......	107 973	......	33 894	47 676
6 000 to 7 000	273	174 720	4.32	62 899	6.05	88 088	55	34 594	48 448
Sub-total...	648	414 720	......	139 660	......	196 061	......	68 488	96 124
7 000 to 12 000	282	180 480	4.96	74 598	6.96	104 678	65	48 478	68 041
Total..	930	595 200	......	214 258	......	300 739	......	116 966	164 165*

NOTE.—The probable maximum rainfall is estimated to be 40% in excess of the greatest recorded rainfall during the storms of May, 1894, and June, 1921.

* Equivalent to 3¼-in. run-off from 930 sq. miles.

RECONSTRUCTION AND FLOOD CONTROL

There is a dearth of accurate topography and other essential data on which to base even the most preliminary studies of flood-control works, and a careful investigation of alternative plans will involve considerable detail survey work before accurate designs and estimates can be prepared.

Based on the fragmentary data available, it appears that careful consideration should be given to three alternative plans for controlling or limiting the damage from future floods on the Arkansas River, as follows:

Plan A.—Flood-detention storage in sufficient capacity to limit the flow through Pueblo to the present channel capacity of about 25 000 sec-ft.;

Plan B.—Channel enlargement through Pueblo of sufficient capacity to pass the maximum peak flow;

Plan C.—A combination of flood-detention storage and channel enlargement.

Preliminary studies suggest the careful consideration of four alternative plans for limiting the damage from future floods in Fountain Creek, as follows:

Plan D.—Flood-detention storage;

Plan E.—Bank protection along both banks of the flood-plain;

Plan F.—Channel enlargement;

Plan G.—A combination of flood-detention storage with either bank protection or channel enlargement.

Flood Control on Arkansas River

Plan A.—A solution of the problem by flood-detention storage alone would involve the construction of one or more detention reservoirs of sufficient capacity to retard all waters in excess of the present channel capacity through Pueblo, estimated at 25 000 sec-ft. Based on the assumed maximum flood in the Arkansas River, represented in the hydrograph shown on Fig. 11, detention storage of 210 000 acre-ft. would be required to control the flow through Pueblo to 25 000 sec-ft.

The Rock Canyon Reservoir site, on the Arkansas River, about 8 miles west of Pueblo, is believed to be the best site on the river for a detention reservoir. This site is in a gorge in hard sandstone, which formation is known to be of great depth. The floor of the reservoir is privately owned and is partly under cultivation and partly in pasture. The tracks of the Denver and Rio Grande and Santa Fé Railroads, also the upper end of the Bessemer Canal. are in the reservoir site.

Utilization of this site would involve the reconstruction of these railroads for a distance of probably 8 to 10 miles and also some changes in the Bessemer Canal, unless it was considered safe to leave them in the reservoir area. In this connection, it is probable that a flood-detention storage reservoir with large permanent outlets could be utilized for the partial control of unusual floods without increasing the damage from such floods to the railroads or the Bessemer Canal in their present locations. In other words, the railroads and the Bessemer Canal are so located that they are subject to damage from great floods, the damage being principally due to high velocities in the river. With a flood-detention reservoir of large outlet capacity all ordinary floods would pass the dam without storing water, and only the most unusual floods would submerge the railroads and the Bessemer Canal by storing water in the reservoir. Under present conditions, the effect of submergence in comparatively quiet water might cause less damage than the high velocities.

It has been stated previously that a detention storage capacity of about 210 000 acre-ft. would be required to control the assumed maximum flood in the Arkansas River to a flow of 25 000 sec-ft. through Pueblo. Unfortunately, the available data indicate that the Rock Canyon Reservoir site cannot be economically developed to this capacity, and there are probably no other sites of suitable location and sufficient capacity to control the floods. It is concluded, therefore, that Plan *A* may not prove to be feasible, although it should be carefully considered when full data become available.

Fig. 13 shows a capacity curve and Fig. 14 a cost curve for the Rock Canyon Reservoir site from which the costs given in Table 10 are taken. Similarly, Figs. 15 and 16 show a capacity curve and a cost curve, respectively, for the Steel Hollow Reservoir site.

TABLE 10.—Costs of Storage in Rock Canyon Reservoir.

Height of dam, in feet.	Reservoir capacity, in acre-feet.	Estimated cost.
75	32 000	$2 000 000
100	61 000	4 000 000
125	100 000	6 500 000

It will be noted that storage in the Rock Canyon Reservoir site is estimated to cost about $65 per acre-ft. Storage on the tributaries, if available at all, would probably cost over 50% more than storage in the Rock Canyon Reservoir, or, say, $100 per acre-ft. On this basis it might be estimated that 210 000 acre-ft. of flood-detention storage, if available, would cost approximately, as follows:

100 000 acre-ft., at $65..........................	$6 500 000
110 000 acre-ft., at $100 (say)....................	11 000 000
Total	$17 500 000

Plan B.—A solution of the flood problem on the Arkansas River, based on channel enlargement through Pueblo alone (with no flood-detention storage), would involve the widening and deepening of the present river channel or the construction of other channels, in addition to extensive levee work. In the section of the paper dealing with the drainage area and rainfall data (page 176), it was shown that the peak flow resulting from the maximum assumed storm would be 168 000 sec-ft. This represents the required channel capacity through Pueblo under Plan *B*.

Preliminary studies based on incomplete data indicate that a concrete-lined channel (lined on both sides and the bottom), following in general the alignment of the present river channel, is likely to prove the most economical method of passing the peak flow through Pueblo. Such a channel with a capacity of 168 000 sec-ft., extending from above the Fourth Street Bridge to a point below the Missouri Pacific Bridge, together with the necessary levee construction, is estimated to cost $5 500 000, including excavation, concrete, new bridges, raising of railroad grades, and right of way, as the main items of cost.

Studies have been made on a smaller concrete-lined channel supplemented with grass channels, in the nature of sunken gardens, one on each side of the concrete channel. The additional cost for bridges and for right of way under this arrangement would probably bring the cost to about $7 000 000.

Under Plan *B*, the grade of all bridges should be raised to provide a minimum clearance of 10 ft. between the high-water surface and the lowest

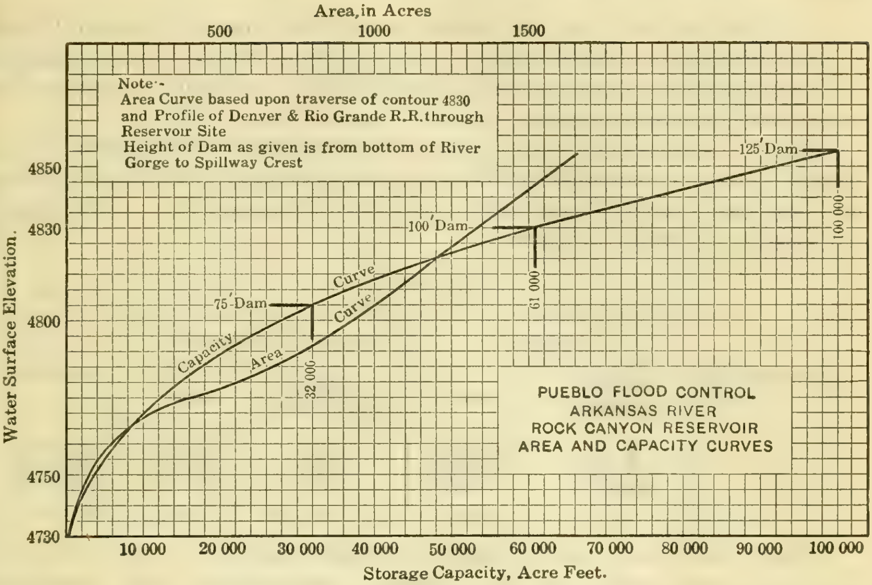

Area, in Acres
500
1000
1500
Note:-
Area Curve based upon traverse of contour 4830 and Profile of Denver & Rio Grande R.R. through Reservoir Site
Height of Dam as given is from bottom of River Gorge to Spillway Crest
125' Dam
100' Dam
75' Dam
Capacity Curve
Area Curve
32 000
61 000
100 000
PUEBLO FLOOD CONTROL
ARKANSAS RIVER
ROCK CANYON RESERVOIR
AREA AND CAPACITY CURVES
Water Surface Elevation.
4850
4830
4800
4750
4730
10 000
20 000
30 000
40 000
50 000
60 000
70 000
80 000
90 000
100 000
Storage Capacity, Acre Feet.

FIG. 13.

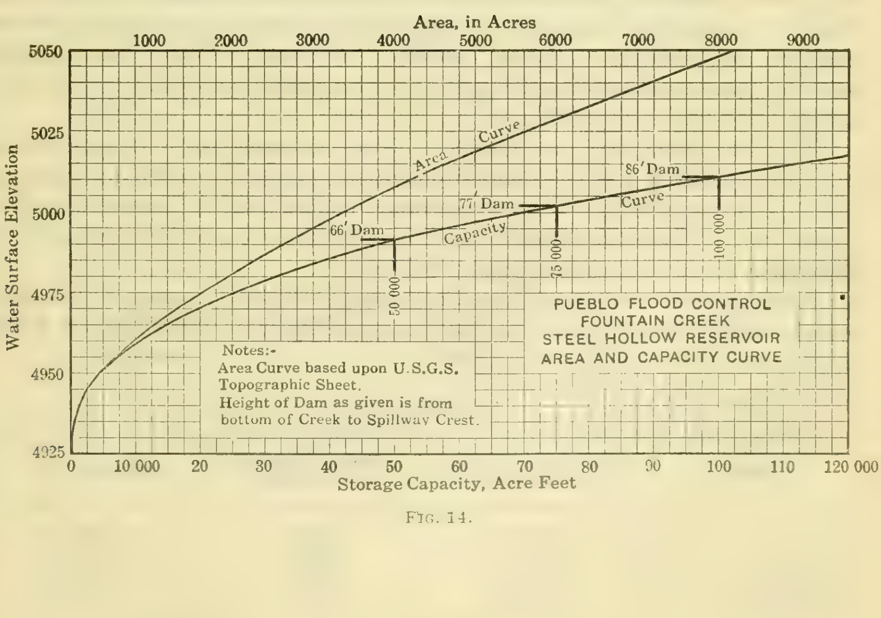

Area, in Acres
1000
2000
3000
4000
5000
6000
7000
8000
9000
Area Curve
86' Dam
77' Dam
66' Dam
Capacity Curve
50 000
75 000
100 000
PUEBLO FLOOD CONTROL
FOUNTAIN CREEK
STEEL HOLLOW RESERVOIR
AREA AND CAPACITY CURVE
Notes:-
Area Curve based upon U.S.G.S. Topographic Sheet.
Height of Dam as given is from bottom of Creek to Spillway Crest.
Water Surface Elevation
5050
5025
5000
4975
4950
4925
0
10 000
20
30
40
50
60
70
80
90
100
110
120 000
Storage Capacity, Acre Feet

FIG. 14.

point on the bridge. This provision would probably necessitate raising the railroad grades generally throughout the city, as well as some of the street grades.

It should be noted that the enlargement of the channel through Pueblo in order to carry the peak flow of the river would not benefit property interests in the valley below; in fact, it might have the effect of slightly increasing the flood peaks in the lower river.

Plan C.—Another alternative plan for solving the flood problem on the Arkansas River is a combination of flood-detention storage and channel enlargement through Pueblo. Three combinations have been studied, resulting in the estimated costs shown in Table 11.

TABLE 11.

Combination No.	Storage.		Channel Enlargement.		Total cost.
	Capacity, in acre-feet.	Cost.	Capacity, in second-feet.	Cost.	
1	32 000	$2 000 000	125 000	$4 500 000	$6 500 000
2	61 000	4 000 000	100 000	4 000 000	8 000 000
3	100 000	6 500 000	67 000	3 000 000	9 500 000

Other combinations can be readily selected from Fig. 19. It is believed that some combination like No. 1, with a comparatively small detention-storage reservoir and a large channel capacity, will prove to be the most economical.

Under Plan *C* the grade of all bridges should be raised in proportion to the channel capacity provided, and it is believed that a clearance of not less than 7½ ft. should be supplied between the high-water surface and the lowest point on the bridge, for channel capacities in excess of 50 000 sec-ft. This provision would necessitate raising the railroad grades, and some of the street grades, as in the case of Plan *B*.

It will be noted that the peak flow in the Arkansas River is quite materially reduced, even with the smallest detention reservoir considered (Combination No. 1), and that it is very considerably reduced with the larger reservoirs. Under Plan *C*, property interests in the valley below Pueblo would benefit in proportion to the detention storage provided.

Summary.—The resulting detention-storage channel capacities and estimated costs for flood control on the Arkansas River at Pueblo under Plans *A*, *B*, and *C* are summarized in Table 12.

TABLE 12.

Plan.	Detention storage, in acre-feet.	Channel capacity, in second-feet.	Estimated cost.
A..........................	210 000	25 000	$17 500 000
B..........................	None	168 000	5 500 000
C (Comb. No. 1)..........	32 000	125 000	6 500 000
C (Comb. No. 2)..........	61 000	100 000	8 000 000
C (Comb. No. 3)..........	100 000	67 000	9 500 000

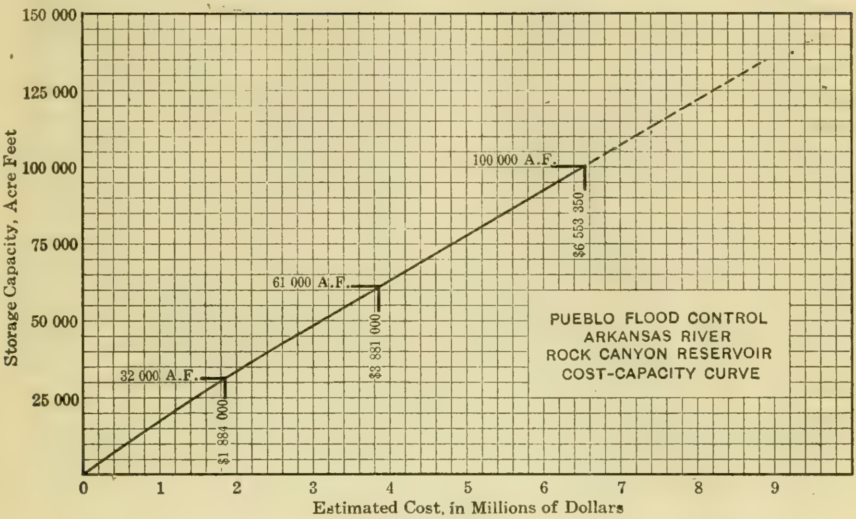

150 000
125 000
100 000
75 000
50 000
25 000
Storage Capacity, Acre Feet
100 000 A.F.
$6 553 350
61 000 A.F.
$3 881 000
32 000 A.F.
$1 884 000
PUEBLO FLOOD CONTROL
ARKANSAS RIVER
ROCK CANYON RESERVOIR
COST-CAPACITY CURVE
0
1
2
3
4
5
6
7
8
9
Estimated Cost, in Millions of Dollars

Fig. 15.

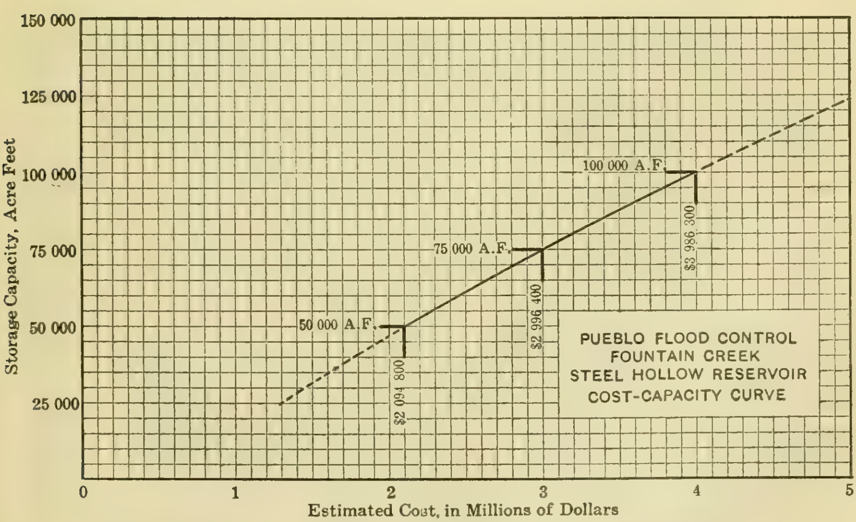

150 000
125 000
100 000
75 000
50 000
25 000
Storage Capacity, Acre Feet
100 000 A.F.
$3 986 300
75 000 A.F.
$2 996 400
50 000 A.F.
$2 094 800
PUEBLO FLOOD CONTROL
FOUNTAIN CREEK
STEEL HOLLOW RESERVOIR
COST-CAPACITY CURVE
0
1
2
3
4
5
Estimated Cost, in Millions of Dollars

Fig. 16.

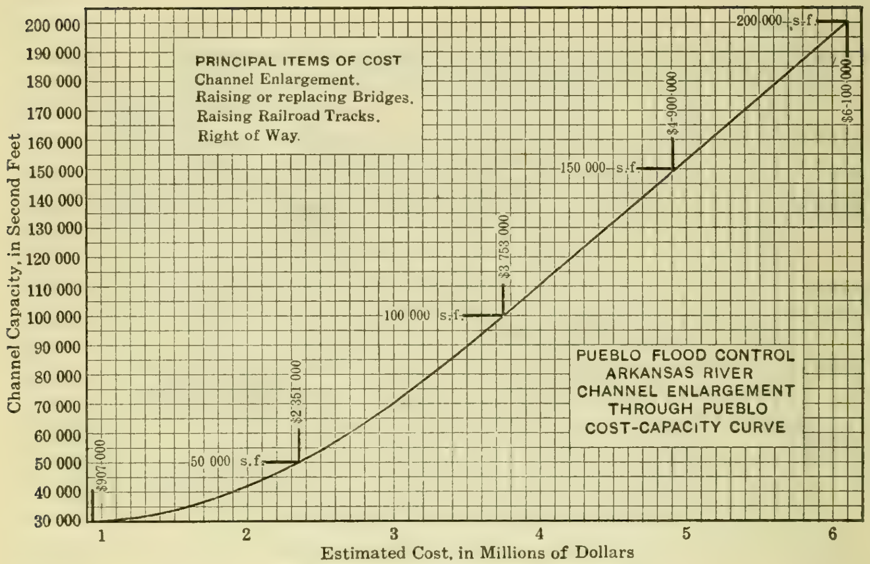

PRINCIPAL ITEMS OF COST
Channel Enlargement.
Raising or replacing Bridges.
Raising Railroad Tracks.
Right of Way.
PUEBLO FLOOD CONTROL
ARKANSAS RIVER
CHANNEL ENLARGEMENT
THROUGH PUEBLO
COST-CAPACITY CURVE
Channel Capacity, in Second Feet
Estimated Cost, in Millions of Dollars
$907 000
50 000 s.f.
$2 351 000
100 000 s.f.
$3 753 000
150 000 s.f.
$4 900 000
200 000 s.f.
$6 100 000
200 000
190 000
180 000
170 000
160 000
150 000
140 000
130 000
120 000
110 000
100 000
90 000
80 000
70 000
60 000
50 000
40 000
30 000
1
2
3
4
5
6

FIG. 17.

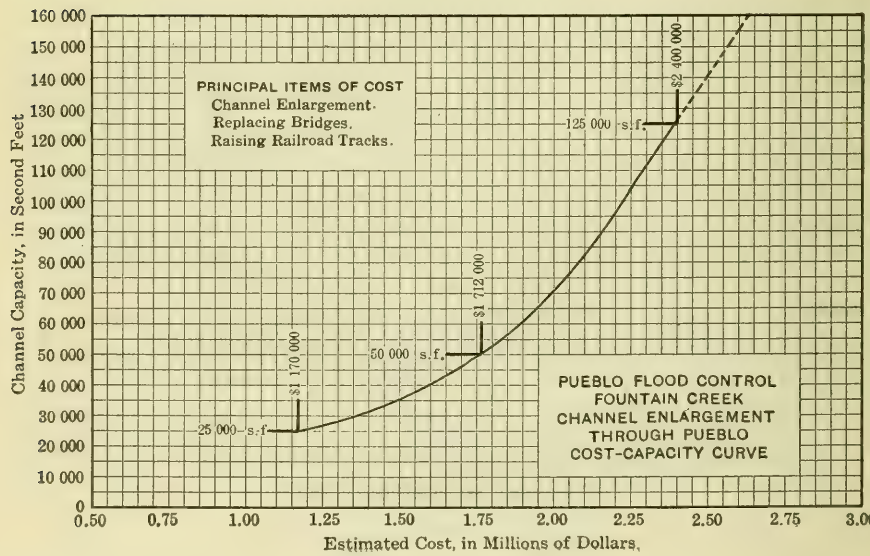

PRINCIPAL ITEMS OF COST
Channel Enlargement.
Replacing Bridges.
Raising Railroad Tracks.
PUEBLO FLOOD CONTROL
FOUNTAIN CREEK
CHANNEL ENLARGEMENT
THROUGH PUEBLO
COST-CAPACITY CURVE
Channel Capacity, in Second Feet
Estimated Cost, in Millions of Dollars
25 000 s.f.
$1 170 000
50 000 s.f.
$1 712 000
125 000 s.f.
$2 400 000
160 000
150 000
140 000
130 000
120 000
110 000
100 000
90 000
80 000
70 000
60 000
50 000
40 000
30 000
20 000
10 000
0
0.50
0.75
1.00
1.25
1.50
1.75
2.00
2.25
2.50
2.75
3.00

FIG. 18.

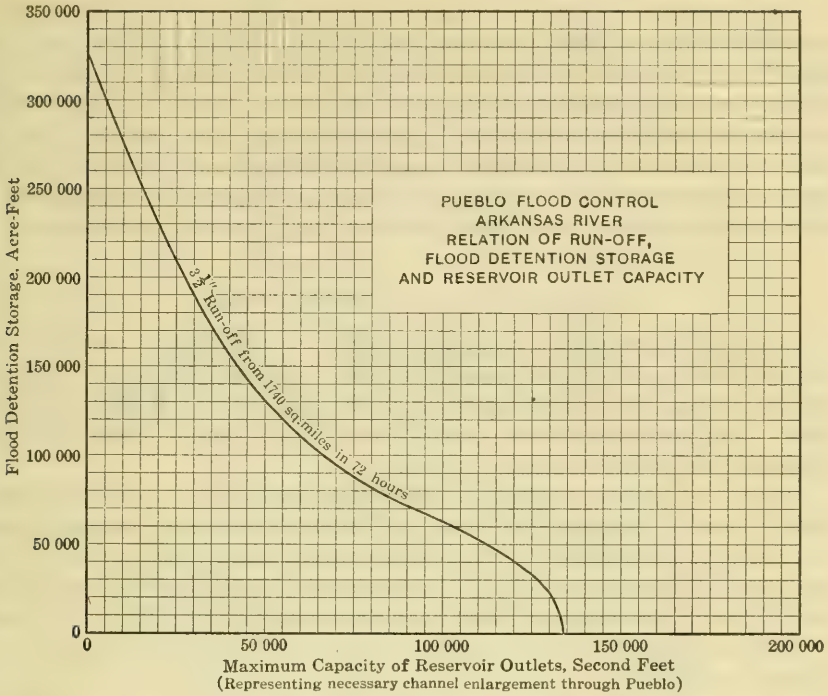

PUEBLO FLOOD CONTROL
ARKANSAS RIVER
RELATION OF RUN-OFF,
FLOOD DETENTION STORAGE
AND RESERVOIR OUTLET CAPACITY
3½" Run-off from 1740 sq.miles in 72 hours
Flood Detention Storage, Acre-Feet
350 000
300 000
250 000
200 000
150 000
100 000
50 000
0
0
50 000
100 000
150 000
200 000
Maximum Capacity of Reservoir Outlets, Second Feet
(Representing necessary channel enlargement through Pueblo)

FIG. 19.

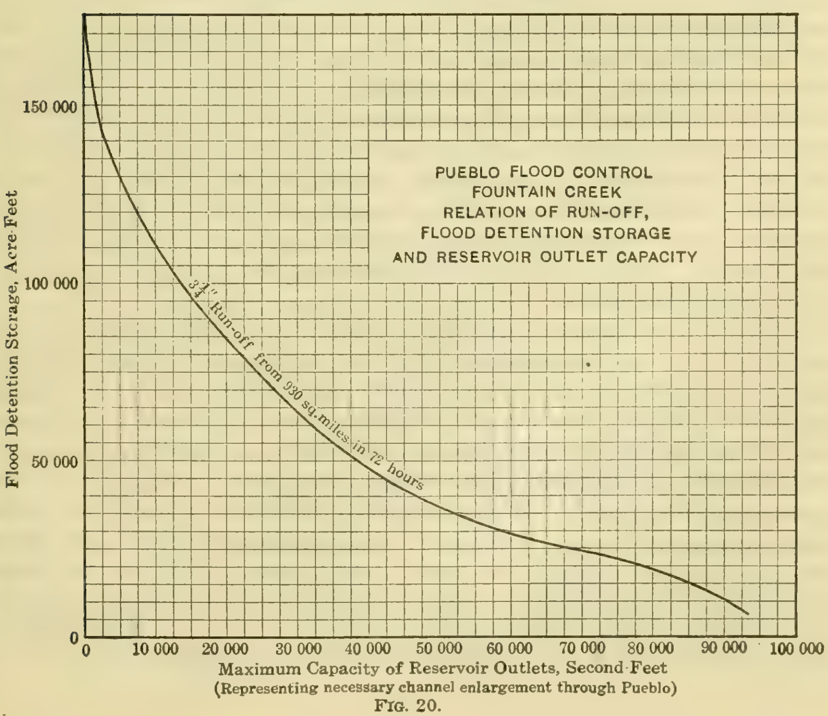

PUEBLO FLOOD CONTROL
FOUNTAIN CREEK
RELATION OF RUN-OFF,
FLOOD DETENTION STORAGE
AND RESERVOIR OUTLET CAPACITY
3¼" Run-off from 930 sq.miles in 72 hours
Flood Detention Storage, Acre-Feet
150 000
100 000
50 000
0
0
10 000
20 000
30 000
40 000
50 000
60 000
70 000
80 000
90 000
100 000
Maximum Capacity of Reservoir Outlets, Second Feet
(Representing necessary channel enlargement through Pueblo)

FIG. 20.

Although Plan *B* appears to result in the lowest cost, it is believed that some combination of flood-detention storage and channel enlargement under Plan *C* may prove to be the wisest choice. This conclusion is based on the fact that property interests down the valley below Pueblo would benefit by the reduced peak flow under Plan *C*, and also on the belief that this plan may prove to be the most economical when final designs and estimates are prepared, particularly if a plan can be effected by which the railroad tracks would be left in their present location in the Rock Canyon Reservoir area.

Flood Control on Fountain Creek

In its present condition, Fountain Creek is a very serious menace to the City of Pueblo, due to the possibility that another flood might force the stream through the business portion of the city, south of Mineral Palace Park. Four alternative plans for flood control on Fountain Creek have been considered and are discussed, as follows:

Plan D.—Under this plan it is proposed to control the floods by detention storage alone. Practically no data are available on which to base studies of possible flood-detention storage on Fountain Creek. However, a rough approximation has been made of a possible site 10 miles above Pueblo (the Steel Hollow Reservoir site) where the topographical sheet of the U. S. Geological Survey (scale, $\frac{1}{2}$ in. = 1 mile; contour interval, 50 ft.) shows a basin of small capacity.

In the section of the paper dealing with drainage area and rainfall data (page 176), it has been estimated that a total volume of 164 000 acre-ft. and a peak flow of 110 000 sec-ft. would result from the maximum assumed storm on the Fountain Creek drainage area. The safe limit of flow in Fountain Creek under present conditions is estimated to be 25 000 sec-ft. From Fig. 20, it will be noted that the maximum assumed storm would be controlled by a detention storage reservoir with a capacity of 73 000 acre-ft., having an outlet capacity of 25 000 sec-ft., corresponding to the safe limit of flow in the present channel. The estimated cost of this amount of storage in the Steel Hollow Reservoir site is $3 000 000. Plan *D* would benefit property interests down the Arkansas Valley below Pueblo by reducing the peak flow in Fountain Creek to 25 000 sec-ft.

Plan E.—A solution of the flood problem on Fountain Creek by bank protection alone has been considered, and this plan appears to have considerable merit. The protective work would probably extend from a point north of the city limits to the junction with the Arkansas River, and would include protection to both banks of the flood-plain. In addition to bank protection, it is believed to be essential that all the bridge grades over Fountain Creek should be substantially raised. This would also necessitate raising the railroad grades in some instances. Preliminary studies indicate that the most effective and economical protection may result from a slope paving of hot, dumped slag, protected at the toe of the slope by interlocking steel sheet-piling. It is believed that Fountain Creek could be made entirely safe by bank protection of this kind. Plan *E*, of course, would not benefit property interests in the

Arkansas Valley below Pueblo, inasmuch as it would have no effect in reducing the flood peaks from Fountain Creek.

Plan F.—Consideration has been given to the possibility of controlling the floods of Fountain Creek by confining the stream in a concrete-lined channel for a reach of about three miles above its junction with the Arkansas River. Plan *F* would also involve raising bridge and railroad grades, as in the case of Plan *E*. Rough estimates show that this plan would cost approximately $2 500 000 for a channel of sufficient capacity to carry the estimated peak flow of 110 000 sec-ft. This plan, it is believed, will warrant careful consideration. It should be noted that Plan *F* would not benefit property interests in the Arkansas Valley below Pueblo.

Plan G.—Another alternative plan for flood control on Fountain Creek is embraced in a combination of flood storage and either bank protection or channel enlargement. Two combinations of detention storage and channel enlargement have been considered, resulting in the costs shown in Table 13.

TABLE 13.

Combination No.	Storage.		Channel Enlargement.		Total cost.
	Capacity, in acre-feet.	Cost.	Capacity, in second-feet.	Cost.	
1	25 000	$1 500 000	68 000	$2 000 000	$3 500 000
2	50 000	2 000 000	38 000	1 500 000	3 500 000

Under Plan *G*, the bridge and railroad grades would be raised in proportion to the channel capacity provided. It will be noted that the peak flow in Fountain Creek is quite materially reduced, even with a small detention reservoir. A comparison of the costs under this plan with the cost under Plan *E* or Plan *F* suggests the probability that bank protection alone or channel enlargement alone will prove to be more economical than any combination with detention storage. Property interests in the Arkansas Valley below Pueblo would be benefited in proportion to the reduction of the peak flow in Fountain Creek under Plan *G*.

Summary.—The resulting detention-storage channel capacities and estimated costs for flood control on Fountain Creek under Plans *D, E, F,* and *G*, are summarized in Table 14.

TABLE 14.

Plan.	Detention storage, in acre-feet.	Channel capacity, in second-feet.	Estimated cost.
D..........................	73 000	25 000	$3 000 000
E..........................	None	110 000	2 500 000
F..........................	None	110 000	2 500 000
G (Comb. No. 1)...........	25 000	68 000	3 500 000
G (Comb. No. 2)...........	50 000	38 000	3 500 000

Either Plan *D* or Plan *G* would provide considerable protection against flood damage to property interests down the Arkansas River below Pueblo, and the additional cost for this protection might be warranted. However, the estimated costs of these alternative plans are so close and the data on which they are based are so meager that definite conclusions are impossible as to the most attractive plan.

Irrigation Storage and Power Development

Preliminary consideration has been given to the possibility of utilizing a part of the storage capacity in the Rock Canyon Reservoir site or of providing other storage reservoirs for irrigation use. Some consideration has also been given to the possibility of developing a limited amount of power at the Rock Canyon Reservoir site for municipal purposes and utilizing some of the storage capacity in this reservoir for the domestic water supply of Pueblo.

The total acreage under irrigation in the Arkansas Valley in Colorado is about 450 000 acres. Complete records for sixteen years indicate that the average total run-off of the Arkansas River at Pueblo is 533 000 acre-ft. Rainfall records indicate an average rainfall of 0.86 ft. during the irrigation season from March to November, amounting to 388 000 acre-ft. over the irrigated area of 450 000 acres. The total average rainfall plus run-off at Pueblo is, therefore, 921 000 acre-ft., or only slightly more than 2 acre-ft. per acre, not allowing anything for canal losses by seepage and evaporation, which losses are known to be large. When it is considered that these figures are averages and that there are a great many years when the run-off is materially less, it is evident that the supply for additional irrigation development is very limited. If, however, ample storage capacity was available on the river above Pueblo at reasonable cost, it might prove feasible to develop hold-over storage in sufficient quantity to be of some value in augmenting the supply to present canals or in furnishing a supply to new acreage. This possibility should be given further study when full information is available, notwithstanding the fact that the information at hand indicates no feasible project.

It would not be possible, of course, to utilize any of the flood-detention storage capacity for irrigation storage, and any capacity reserved for irrigation use would have to be additional to the required detention storage. Any capacity developed for irrigation storage in conjunction with a detention reservoir would be at the bottom of the reservoir, and the permanent outlets for detention storage would be placed at the top of the irrigation storage. Irrigation storage located below the permanent outlets would be subject to comparatively rapid silting up and, in this connection, it is believed that the yearly loss by silting might amount to as much as 0.25% of the total average run-off, or about $0.25 \times 533\,000 = 1\,330$ acre-ft. per year. This loss by silting should be given consideration, particularly in the case of a small development for irrigation storage.

The possibility of utilizing a small amount of storage capacity in the Rock Canyon Reservoir site as a domestic supply for the City of Pueblo has been considered, but this plan does not appear to be feasible, due to the fact

that any small reservoir on the main channel of a silt-laden stream would soon be filled with silt. It is believed that the settling reservoir would have to be located off the main stream and fed by a canal similar to the plan now followed. Such an arrangement does not appear to be feasible in connection with the Rock Canyon Reservoir.

The possibility of developing power at the Rock Canyon Reservoir site would depend on whether or not irrigation storage was developed. If no irrigation storage was developed, and the permanent outlets of the detention reservoir were placed at the lowest point in the reservoir, as would be the case, there would be no head for power development. If irrigation storage was developed in any considerable quantity, there might be a possibility of developing a limited amount of power. However, it is believed that very little, if any, firm power would result from such an installation, due to the fact that the development of any considerable irrigation storage would involve holding the water over, possibly for several years at a time.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

RAINFALL AND RUN-OFF STUDIES

By C. E. Grunsky,* M. Am. Soc. C. E.

To be Presented October 5th, 1921.

Synopsis

In California it has been necessary, by force of circumstances, to use rainfall records to a very great extent when approximating the water production of water-sheds. There has been made in that State, therefore, perhaps more than anywhere else in the United States, a study of rainfall and of the relation between rainfall and run-off. As early as 1884, the writer, then Chief Assistant State Engineer, began the study of rain distribution throughout California and prepared for the State Engineer Department a rainfall map (published by the State but now out of print) based on some 200 rain-station records. All these records were expanded to a common 14-year period (1870 to 1884), for which period the greatest number of complete station records were available. A method of combining station records, after first expressing the rainfall of the climatic year in percentage of the normal annual rainfall, and a method of extending short-term records to long periods, are explained in this paper.

Data are presented to show the range of precipitation in climatic years in the central portions of California, and also the frequency of climatic years with various amounts of precipitation. The difference is pointed out between the normal run-off from any water-shed and the probable run-off that is to be expected in a single season in which the rainfall is normal. The effect of altitude on the intensity of rainfall and on the run-off is discussed, and it is shown that the lower temperature at high altitudes diminishes evaporation and, consequently, increases run-off.

Formulas are also presented for the calculation of maximum storm-water flow from small and from large areas after the maximum rain intensity for various time-periods has been ascertained. A brief reference to evaporation is made, and a table (Table 9) and a formula (Equation (47)) are presented for estimating the evaporation from known mean monthly temperatures.

* San Francisco, Cal.

Note.—These papers are issued before the date set for presentation and discussion. Correspondence is invited from those who cannot be present at the meeting, and may be sent by mail to the Secretary. Discussion, either oral or written, will be published in a subsequent number of *Proceedings*, and, when finally closed, the papers, with discussion in full, will be published in *Transactions*.

The deduced formulas are:

Rain intensity:

$$I = \frac{C}{\sqrt{t}} \text{ in. per hour} \ldots\ldots (1)$$

Maximum rainfall in 1 hour:

$$R = 0.129\ C \text{ in} \ldots\ldots (2)$$

Maximum urban storm-water flow:

$$d_m = 0.645\ a\ I \text{ sec-ft. per acre} \ldots\ldots (17)$$

or,

$$d_m = \frac{5aR}{\sqrt{t}} \text{ sec-ft. per acre} \ldots\ldots (19)$$

Maximum stream flow from large areas:

$$d'_m = 413\ a\ I \text{ sec-ft. per sq. mile} \ldots\ldots (23)$$

or,

$$d'_m = \frac{3\ 200aR}{\sqrt{t}} \text{ sec-ft. per sq. mile} \ldots\ldots (24)$$

$$a = \frac{60}{60 + c\ \sqrt[3]{t}} \ldots\ldots (29)$$

$$d'_m = \frac{25\ 000\ I}{60 + c\ t^{0.33}} \text{ sec-ft. per sq. mile} \ldots\ldots (30)$$

or,

$$d'_m = \frac{190\ 000\ R}{60\ t^{0.5} + c\ t^{0.83}} \text{ sec-ft. per sq. mile} \ldots\ldots (31)$$

or, fairly approximate:

$$d'_m = \frac{C''\ R}{t^x} \text{ sec-ft. per sq. mile} \ldots\ldots (34)$$

In the foregoing formulas make:

$c = 0.5$ for impervious areas;
$c = 5.0$ for mountainous areas;
$c = 20.0$ for rolling country;
$c = 50.0$ for flat country;
$c = 250.0$ for sandy regions;

$C'' = 3\ 500$ and $x = 0.5$ for impervious areas;
$C'' = 3\ 300$ and $x = 0.6$ for mountainous areas;
$C'' = 3\ 000$ and $x = 0.7$ for rolling country;
$C'' = 2\ 100$ and $x = 0.75$ for flat country;
$C'' = 600$ and $x = 0.8$ for sandy regions.

The Wet Season in California.

As the season advances and the fall months pass, the remark is heard on all sides, "I wonder what kind of a winter we are going to have." This implies, referring now to the Pacific Slope, and more particularly to California, a desire to know whether the winter will be "wet" or "dry"—a wet winter being one in which the rain and snow materially exceed the normal and a dry

winter one in which the precipitation is materially below the normal. To those who are not familiar with the climate of the Pacific Coast, it is necessary to explain that this region is not subject to thunder-storms during the spring and summer and that, in consequence, there is very little rain in the six months from May 1st to November 1st. About 90% of the seasonal rain falls in the other six months, with precipitation at its maximum in midwinter.

On the Atlantic Coast, the rainfall is distributed more uniformly throughout the twelve months of the year, the maximum occurring usually in the spring or midsummer months, and there is a corresponding difference in the behavior of the streams which are the recipients of the run-off resulting from rain or melting snow.

It should be recalled in this connection that many of the Western streams —referring to streams which are not fed, in large measure, from underground sources or by the melting of high altitude snowdrifts—go dry, or almost dry, during the summer and fall, although they may have a large flow in the winter and spring. Their seasonal flow, that is, their flow from some time in the fall, say, from October 1st to the end of the following September, is to be ascribed to the rainfall of the climatic or seasonal year. By climatic or seasonal year, the writer refers to the twelve months from some date about the middle or end of one, to the same date of the next, summer season. By common consent the rain-year of the Pacific Slope has come to be considered as beginning with July. This is proper, because the rain which falls in July and August is generally trifling in quantity and is negligible in its effect on run-off, while any rain in September should be counted as affecting the stream flow in the run-off year beginning about the end of that month. For Western conditions, the necessity is thus apparent of discussing the seasonal-annual, or the climatic-year, rainfall in its relation to seasonal annual run-off. A comparison of the calendar-year stream flow with the calendar-year rainfall would be meaningless. Likewise, any comparison of rainfall in one calendar year with that in another calendar year is not only valueless, but absurd.

To illustrate this point, let five consecutive climatic years, Fig. 1, be considered, in the first of which the rainfall has been normal; in the second year, 50% of normal; in the third, 200%; in the fourth, 50%; and in the fifth, again normal. For such seasons, the corresponding stream flow may have been about 100% of normal in the first and fifth seasonal periods of twelve months; about 25% of normal in the second and fourth periods; and 400% in the third period. By calendar years, assuming like quantities of rain each winter before and after January 1st, one-half of the rainfall of the first seasonal year would be combined with one-half of that of the second year, and so on, and, for four calendar years, the rainfall record would appear as 75% of the normal for two years thereof and 125% of normal for the other two. These figures, showing a departure of 25% from normal, instead of 50 to 100%, as in the case of the climatic years, do not give a correct idea of what has happened, and they cannot be brought into any instructive relation to the resulting run-off from the water-shed on which this rain fell. Any deductions attempted from them pertaining to the relation between annual run-off and rainfall would be misleading.

It is to be hoped that some day this fact will be recognized by the U. S. Weather Bureau, and that the publication of calendar-year precipitation totals will be discontinued with a substitution therefor of climatic-year totals. On the Atlantic Slope, non-compliance with this desirable subdivision of the calendar year has not resulted in the same degree of inconvenience to the engineer as in the West where the need therefor is more obvious. If uniformity of publication is desired, the requirements of the West in this important matter should control. In this respect the Weather Bureau should follow the example of the Water Resources Branch of the U. S. Geological Survey which has long adopted a run-off year beginning with October 1st, a time when throughout the country the streams are ordinarily at their low stages. The climatic year for which meteorological data are desired, should begin at any convenient time between July 1st and October 1st. As run-off due to rainfall

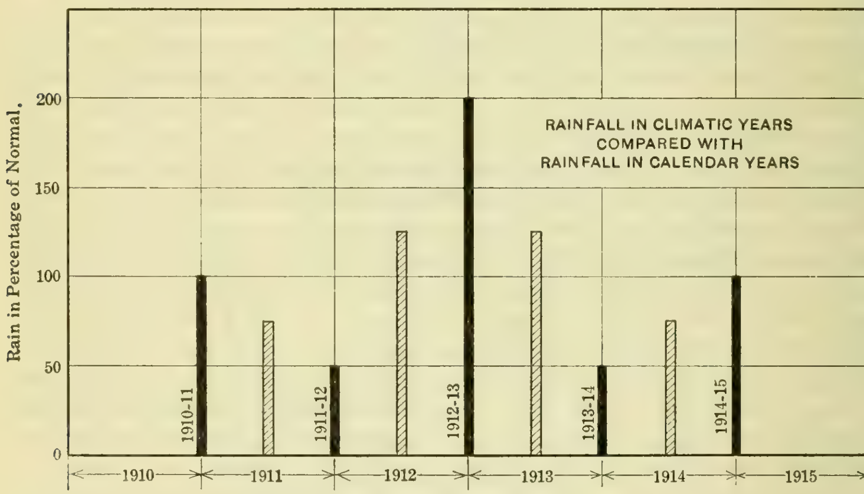


FIG. 1.

is not coincident in time with rain, and as October has been made the first month of the run-off year, it would seem to be desirable to let the "rain" or "precipitation" or "climatic" or "seasonal" year begin with September 1st. It will make no difference on the Pacific Slope whether July and August are placed at the beginning or the end of the climatic year, but as these months are months of heavy rainfall at some points of the East and South, a concession would be readily made, as indicated, to have them placed at the end of the rain-year instead of at its beginning, as is now the practice in California. This, in fact, was the plan, many years ago, of the State Engineer of California, whose compilation of rainfall data was published, in 1886, by the State of California in "Physical Data and Statistics," for climatic or rain-years beginning with September.

If the Weather Bureau declines to make such an innovation, it should at least publish the annual tables applying to Pacific Coast stations in a form made convenient for use by the addition of a column to its annual tables, in

which the totals for the rain-year terminating with June or with August are given.

This paper is intended to point the way to a better understanding of rainfall records and their application to a determination of the water resources and run-off phenomena of any particular region. In order to avoid misunderstandings, however, it will not be amiss to repeat that it has special application to the rainfall conditions of California, which in some essentials are different from those of the East. Thus, for example, it is generally known that wherever in this State the normal annual rainfall (this term being used to include melted snow) is upward of 10 in., an occasional minimum seasonal rainfall of about 30% of the normal (rarely less than 40%) is to be expected and that the maximum may be placed at about 200 per cent. On the Atlantic Coast, no such extreme variation has been observed. The ordinary range there is from about 25% below the annual normal to about 25% above the normal.

California is fortunate in having quite a number of long-time rainfall records, well scattered throughout the State, which are great aids in expanding the knowledge of rainfall to those parts of the State in which the local records cover only short time-periods. Reference should be made in this connection to an earlier paper* on this subject by the writer, dealing with rainfall in the San Francisco Bay region, in which it was explained that one of the characteristics of the cyclonic disturbances which bring rain to the Pacific Slope is the vastness of their extent. The storm the center of which takes a course across Oregon, or even British Columbia, may be accompanied by rainfall as far south as the southern boundary of California. One cyclonic disturbance follows another at intervals of a week or two, but not all of them bring rain. In "dry" winters, that is, in winters of less than normal rainfall, the storm path seems to persist somewhat more to the north than in winters in which the rainfall exceeds the normal. When the causes which fix the general position of the seasonal storm track are discovered, it may be possible to tell in advance whether the winter will be "wet" or "dry."

It is not only a fact that in California the rainfall which produces run-off in material amount is concentrated in the six months from November to the following April, but even during this period, which is frequently referred to as the "wet season", the fair days are more numerous than the rainy ones. Thus, for example, a curve has been constructed to show the frequency of rain for San Francisco. Although this study of rain frequency was made 20 years ago† the result may be accepted as applying to-day. It was found, as shown graphically in Fig. 2, that the average number of days per climatic year (12 months):

With some rain is 66 days;
With more than 0.25 in. of rain is 28 days;
With more than 0.50 in. of rain is 16 days;
With more than 0.75 in. of rain is 10 days; and
With more than 1.00 in. of rain is 6 days.

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* "Rain and Run-Off near San Francisco, California," *Transactions*, Am. Soc. C. E., Vol. LXI (1908), p. 496.

† "Report on a Sewerage System for San Francisco," by C. E. Grunsky, Marsden Manson, and C. L. Tilton.

And that there may be expected:

A day with more than 2.00 in. of rain less than once a year;
A day with more than 3.00 in. of rain once in 5 years;
A day with more than 4.00 in. of rain once in 25 years; and
A day with 5 in. of rain very rarely.

Although such facts as these are of hardly more than local interest, nevertheless, they indicate the scope of studies relating to the weather and to rainfall, which may have a bearing on the water output of a water-shed, or on the maximum storm flow, and for this reason they have been referred to here.

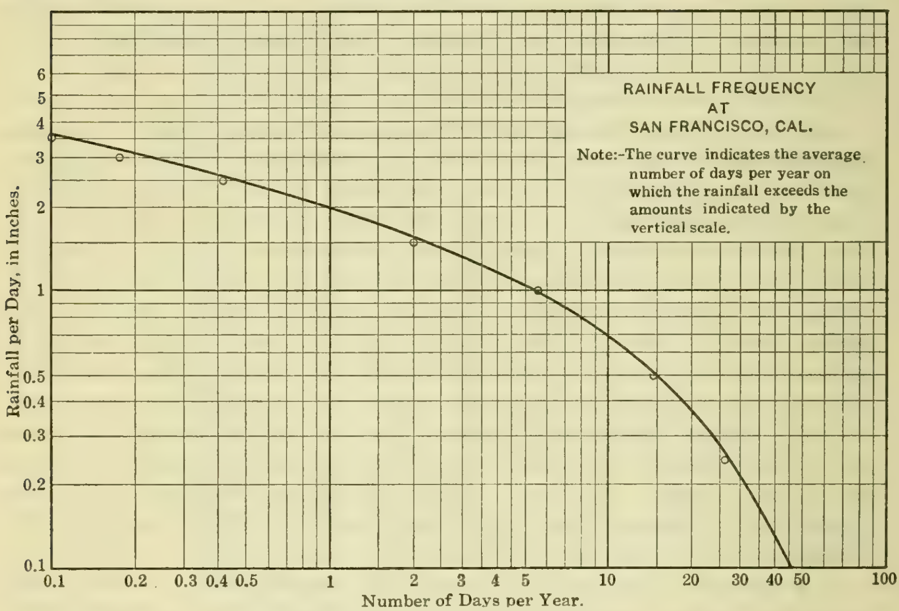

FIG. 2.

INTENSITY OF RAINFALL.

When, in 1892, in connection with the planning of storm-water conduits, information was needed in San Francisco relating to the intensity of rainfall, the Weather Service had nothing to offer except the following: "It never rains in San Francisco an inch an hour, and there is, therefore, no need of a rain intensity record". Needless to say, this idea no longer prevails, and it is now well known that although 1 in. of rain in 1 hour is highly improbable in San Francisco, there are short periods in which that rate of rainfall is greatly exceeded. For any place in the United States, it may be assumed (as amply verified by records of heavy rainfall) that the average rate of rainfall is inversely proportional to the square root of the time to which this rate applies. The following formula, therefore, will be found to give a dependable value of the maximum average rain intensity to be expected in any time-period during which there is heavy rainfall, when observations are

available which disclose the maximum quantity of rain which has fallen in the severest storms in some comparatively short time-period, such as in one-half hour, one hour, or even in several hours.

Let I = the maximum average rain intensity during t min., in inches per hour.
t = the time, in minutes, to which the rain intensity, I, applies;
R = the maximum quantity of rain to be expected in 1 hour; and
C = a coefficient of definite value for any locality, but not of the same value for different localities.

Then, for maximum intensity:

$$I = \frac{C}{\sqrt{t}} \text{ in. per hour} \qquad (1)$$

For maximum rainfall in 1 hour:

$$R = \frac{C}{\sqrt{60}} = \frac{C}{7.75} = 0.129\ C \text{ in} \qquad (2)$$

For intensity coefficient:

$$C = I\sqrt{t} \qquad (3)$$

or, for maximum intensity:

$$I = \frac{7.75\ R}{\sqrt{t}} \text{ in. per hour} \qquad (4)$$

or, for intensity coefficient:

$$C = 7.75\ R \qquad (5)$$

The value of R, that is, the maximum fall of rain in 1 hour, is generally known from observation during heavy downpours. It is, therefore, a simple matter to determine the numerical value of C by Equation (3) or Equation (5) and, with Equation (1), to construct a curve of maximum intensity from which the maximum average rate of rainfall for any length of time, even to 24 hours and longer periods, can be scaled off. To have certain single-station records depart materially from the curve need not be disturbing, because such records are subject to unavoidable error, depending on the direction, force, and character of the wind, uniformity of exposure of the rain gauge to all points of the compass, and other like causes.

It may be noted that, for rainfall conditions similar to those in San Francisco, the value of C in Equation (1) is about 5 and for conditions similar to those in New York City, it is about 15. The maximum rainfall in 1 hour throughout any considerable part of San Francisco will rarely exceed 0.60 in. and in New York City, it will rarely exceed 2 in.

The diagram, Fig. 3, in which the relation between the maximum average intensity of rainfall for various time-periods, from 1 min. to 5 000 min., and for a number of values of the intensity coefficient, C, is shown, will be found to be helpful first, in determining the value of C when the maximum rain in 1 hour, or some other time-period, is known; and, thereafter, in determining by the aid of this value of C, the maximum intensity of rain in any number

of minutes. By using logarithmic scales, the lines of intensity of rainfall in Fig. 3, have been made to appear as straight, parallel lines.

It is noteworthy that Fig. 3 lends itself to a modification of the formula for rainfall intensity, Equation (1), which has determined the slope of the intensity lines. If any set of dependable results of observations for various time-periods are platted on the diagram, it may be found to be desirable to give the line limiting the maximum intensities a somewhat different slope from that which has resulted from the use of the factor, $\sqrt{t}$, in the denominator of Equation (1). From any slope thus ascertained, the preferred exponent of t, other than 0.5, can be readily ascertained. It would be well, however, to bear in mind that, owing to the many uncertainties which enter into the determination of the total quantity of rain on an area, this being at variance with single-point observations, there is good reason for the adoption of a formula of the simplest kind. In the same connection, it is to be assumed that records of rainfall applying to points and accepted as applying to areas are more dependable for the longer time-periods, that is, 30 min., 1 hour, or 2 hours, than for the 1-min., 5-min., and 10-min. periods.

In studying the results of observations of rain intensity applying to a water-shed, it should be remembered:

1.—That the rain-gauge record represents only what is happening at the particular point where the rain guage is placed.

2.—That at best the rain-gauge record is only a close approximation of what occurs a few feet away.

3.—That the average of the records of a number of rain gauges will give a better idea of what occurs during the passage of a storm over any place than will be given by a single gauge.

4.—That the maximum rates of rainfall during a storm at various points on a water-shed, no matter how small, do not occur at exactly the same time.

5.—That the maximum rate of rainfall applying to an entire water-shed is necessarily less than that applying to some points within the water-shed.

6.—That the distribution of rain to the various parts of a water-shed is not identical for all storms.

7.—That the mass curves of rain for any storm at various points of a water-shed will show variations in character, that is, sequence of intensities, as well as in quantities.

It follows from such considerations that in the determination of the storm characteristics or rainfall intensities which will give maximum storm-water flow from any water-shed, the single-station record, with its occasionally exaggerated rates of rainfall, at its best, will give only an approximation of the value which applies to the entire water-shed. The plan of combining several station records and of smoothing out the irregular curves that would result from close adherence to such records, is to be recommended. Of course, the fact remains that the maximum possible storm is not likely to be among the particular storms which have come under observation. The records of what has occurred in the past are valuable only as indicating what is probable or possible in the future, and the more complete these records are, the more dependable will be the conclusions which are based thereon.

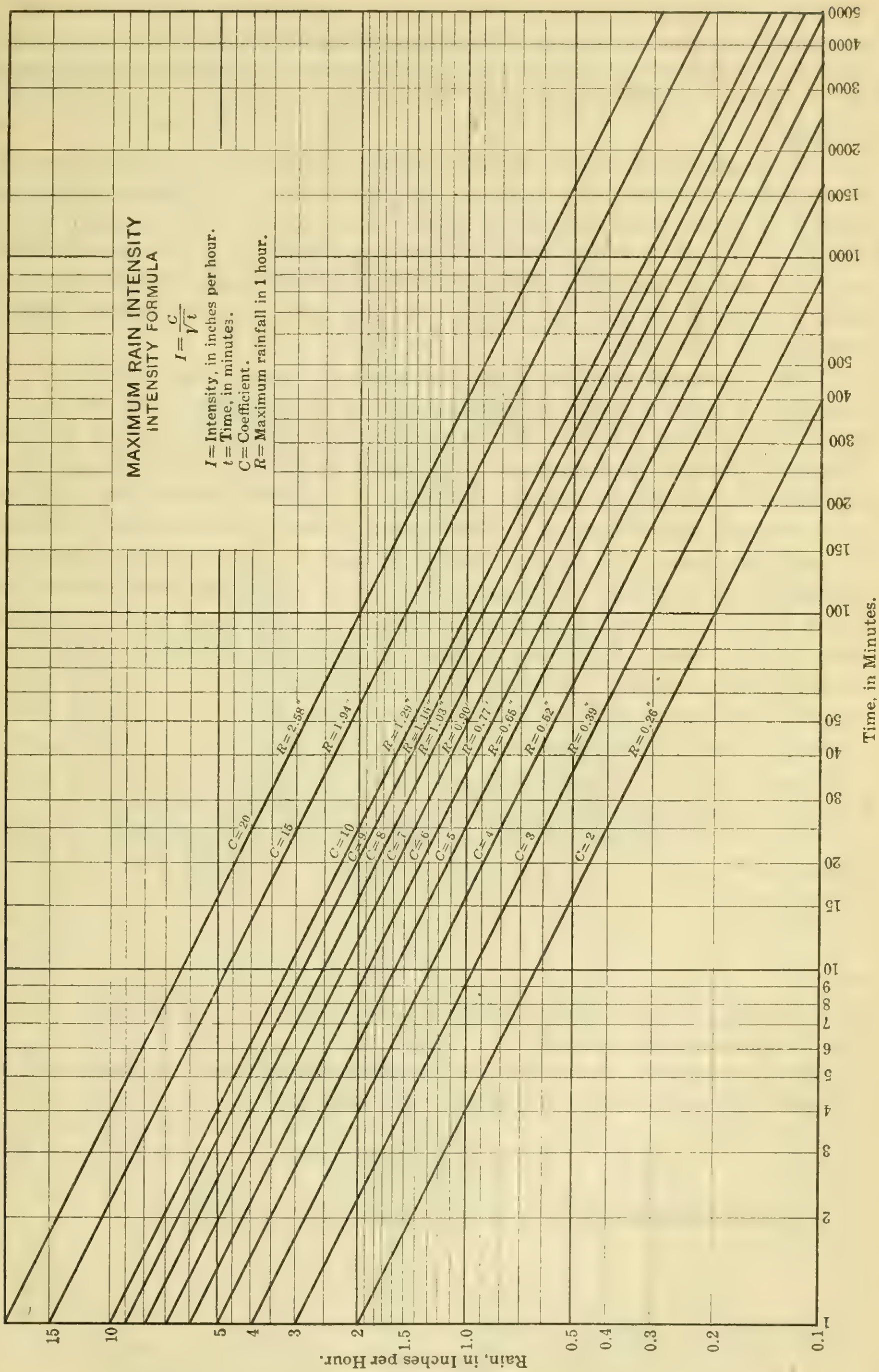
MAXIMUM RAIN INTENSITY
INTENSITY FORMULA
$I = \frac{C}{\sqrt{t}}$
I = Intensity, in inches per hour.
t = Time, in minutes.
C = Coefficient.
R = Maximum rainfall in 1 hour.
Time, in Minutes.
Rain, in Inches per Hour.
R = 2.58"
R = 1.94"
R = 1.29"
R = 1.16"
R = 1.03"
R = 0.90"
R = 0.77"
R = 0.65"
R = 0.52"
R = 0.39"
R = 0.26"
C = 20
C = 15
C = 10
C = 9
C = 8
C = 7
C = 6
C = 5
C = 4
C = 3
C = 2

Fig. 3.

With due regard to these matters, it will be found that the limiting curve of rainfall maxima in various short time-periods, applicable to any water-shed area, is for all practical purposes, as already indicated, a parabola the elements of which are readily determinable when good local records of rainfall are available.

The possibility will still remain that the occasional storm, exceeding all probabilities and occurring only at long intervals, will produce rainfall of greater intensity than, determined from a limiting curve, the probable maximum. It is well, therefore, when the extreme possible flow is to be estimated, to adopt values for the coefficient in the formula, which provide for some margin over the rainfall intensities that may have been determined during ordinary severe storms.

Various formulas, other than the parabolic type, have been used by engineers to determine the maximum quantity of rain which may fall in any locality in a given time-period. Since the maximum rain intensity is most frequently desired in connection with urban problems, relating to provision for storm waters, the time-period for which it is desired to know the intensity of the rain is generally short. This has led to the quite general use of types of formulas for limiting curves intended to apply to periods of short duration, usually 2 hours or less. Such formulas have no advantage over those of the parabolic type and fall short of requirement whenever large areas are under consideration and it is desired to know the probable maximum rainfall for longer periods of time. Their use should be abandoned either in favor of the parabolic limiting curve, or of some other curve of similar type, in which instead of making t the exponent of one-half in the denominator of Equation (1), some other value approximating one-half is adopted, which will bring the curve into the desired relation to the points indicated by observation.

The best known formula for rain intensity, which departs from the type herein advocated and is intended to be used for short time-periods only, is, as follows:

$$I = \frac{m}{t + n} \quad \text{.........................(6)}$$

in which m and n represent values to be ascertained for each locality to which the formula is to be applied.

The Boroughs of Manhattan and Brooklyn, New York City, have adopted Equation (6), with $m = 150$ and $n = 20$, making

$$I = \frac{150}{t + 20} \text{ in. per hour} \quad \text{.....................(7)}$$

The rainfall in t min., according to Equation (7), will be:

$$R_t = \frac{2.5t}{t + 20} \text{ in} \quad \text{.......................(8)}$$

In 1 hour, the probable maximum, as determined by Equation (8), is:

$$R_{60} = \frac{2.5 \times 60}{60 + 20} = 1.875 \text{ in.}$$

For this value on a parabolic limiting curve, it will be found that:

$$I = \frac{14.5}{\sqrt{t}} \quad \text{.............................} (9)$$

and

$$R_t = 0.242 \sqrt{t} \quad \text{.........................} (10)$$

The defects of the New York formula will appear from the comparison shown in Table 1.

TABLE 1.—Comparison of the New York Formula for Maximum Rainfall with the Parabolic Formula*

From New York Formula, $I = \frac{150}{t + 20}$; from Parabolic Formula, $I = \frac{14.5}{\sqrt{t}}$.

Time, in minutes.	Rain Intensity, in Inches per Hour, Based on:		Maximum Rainfall, in Inches:	
	New York formula.	Parabolic formula.	New York formula.	Parabolic formula.
1	7.2	14.5	0.12	0.24
5	6.0	6.5	0.50	0.54
10	5.0	4.6	0.83	0.73
20	3.75	3.24	1.22	1.08
30	3.00	2.65	1.50	1.32
60	1.88	1.88	1.88	1.88
90	1.36	1.53	2.04	2.29
120	1.07	1.32	2.14	2.64
180	0.75	1.09	2.25	3.27
240	0.58	0.94	2.32	3.76
300	0.47	0.84	2.35	4.20
360	0.39	0.76	2.37	4.56
720	0.20	0.54	2.43	6.48
1 440	0.10	0.38	2.46	9.12

*It is probable that if the two formulas had been made to agree at some time-period in excess of 60 min., making the value of C smaller, the resulting parabolic curve would better fit New York conditions than with C at 14.5.

In the comparison shown in Table 1, the two limiting curves and the two intensity curves have been made to coincide at the 1-hour points. Perhaps if all records of heavy rainfall at New York for time-periods up to 24 hours had been taken into account, a more appropriate parabolic curve for use in that vicinity could have been obtained. The trouble with any formula of the New York type is that it shows nearly as much rainfall for 2 or 3 hours as it does for 24 hours. In this respect, it is obviously defective.

If approximation by the New York type of formula to the maxima for short time-periods should be found to be closer at single-rainfall stations than by a parabolic formula, the question is still open as to whether the latter does not give a more reasonable and better approximation to what is taking place throughout an entire drainage basin the run-off of which is under study.*

Rainfall in the Climatic Year.

Returning now to rainfall in longer periods of time, such as a climatic year of 12 months, it has been found of great convenience in making com-

* "The Sewer System of San Francisco, and a Solution of the Storm-Water Flow Problem," *Transactions*, Am. Soc. C. E., Vol. LXV (1909), p. 294.

parisons to substitute for inches of seasonal rain (that is, precipitation in a rain-year or 12 months), the relation in percentage which the rainfall of the particular 12 months in question bears to the normal rainfall. This is practicable whenever a few long-time rainfall records disclosing a dependable normal afford a good starting point. These records at what may be called primary base stations should cover a time-period of such length that a few additional seasons of either light or heavy rainfall would not materially change the value of the annual normals for these stations.

TABLE 2.—RAINFALL AT SAN FRANCISCO AND SACRAMENTO, CAL., FOR THE PERIOD 1849 TO 1919, EXPRESSED IN PERCENTAGE OF THE NORMAL SEASONAL RAINFALL

Normal annual rainfall at San Francisco = 22.7 in.
Normal annual rainfall at Sacramento = 19.0 in.

Climatic year, July 1st to the following June 30th.

Climatic year.	Rainfall in Percentage of Normal: San Francisco.	Sacramento.	San Francisco and Sacramento, Composite.	Climatic year.	Rainfall in Percentage of Normal: San Francisco.	Sacramento.	San Francisco and Sacramento, Composite.
(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)
1849-50........	146	189	168	1885-86........	139	170	155
1850-51........	33	25	29	1886-87........	83	74	79
1851-52........	81	95	88	1887-88........	74	61	68
1852-53........	155	191	176	1888-89........	105	105	105
1853-54........	105	106	106	1889-90........	202	178	190
1854-55........	104	98	101	1890-91........	78	83	80
1855-56........	96	72	84	1891-92........	81	80	81
1856-57........	88	55	72	1892-93........	96	126	111
1857-58........	97	79	88	1893-94........	81	89	85
1858-59........	97	85	91	1894-95........	113	127	120
1859-60........	99	119	109	1895-96........	94	122	108
1860-61........	86	82	84	1896-97........	102	91	97
1861-62........	217	187	202	1897-98........	41	55	48
1862-63........	60	63	62	1898-99........	74	79	77
1863-64........	45	41	43	1899-1900	81	106	94
1864-65........	108	118	113	1900-01........	93	106	100
1865-66........	101	94	98	1901-02........	84	91	88
1866-67........	153	133	143	1902-03........	80	87	84
1867-68........	171	172	172	1903-04........	91	89	90
1868-69........	94	85	91	1904-05........	103	116	110
1869-70........	85	71	78	1905-06........	91	126	109
1870-71........	62	44	53	1906-07........	114	126	120
1871-72........	153	121	137	1907-08........	76	64	70
1872-73........	80	73	77	1908-09........	112	115	114
1873-74........	105	123	114	1909-10........	86	59	72
1874-75........	81	95	88	1910-11........	112	116	114
1875-76........	115	138	127	1911-12........	62	50	56
1876-77........	44	47	46	1912-13........	53	42	48
1877-78........	137	123	130	1913-14........	130	111	120
1878-79........	108	91	100	1914-15........	121	91	106
1879-80........	116	131	124	1915-16........	119	96	108
1880-81........	121	129	125	1916-17........	70	68	69
1881-82........	69	80	75	1917-18........	51	56	54
1882-83........	87	89	88	1918-19........	113	91	102
1883-84........	140	124	132	1919-20........	46	47	47
1884-85........	80	87	84	1920-21........	102	89	96

Referring now to California, the records at San Francisco and at Sacramento, beginning in 1849, may be accepted as of this type. These records are presented in Table 2, the rainfall being expressed in percentage of normal. In Column (4) there is given a composite record, a combination of the two separate records, which is a fair index of the rainfall throughout a broad extent of central areas in California.

With the information contained in Table 2, all other rainfall records in the vicinity, beginning with those nearest, and those covering the greatest number of seasons, can be expanded to the full 70-year period of the base stations; and, thereupon, progressing into zones farther removed from the two primary base stations, by the use of secondary base stations, the remaining—often quite fragmentary—rainfall records of the State can likewise be expanded from short-time records of observed rainfall to long-time records of estimated rainfall. Thus, the normal annual rainfall can be determined for all places at which records have been kept. The percentage of normal rainfall noted for any place and season is, at once, an indication of the quantity of rain which fell in the vicinity of that place.

To illustrate the procedure, take Napa where the mean annual fall of rain during thirty-seven seasons, between 1877 and 1919, covered by records, was 24.3 in. The composite record in Table 2 shows that for these same years the mean annual rainfall was 103% of the normal rainfall. Consequently, the normal at Napa is $\frac{24.3}{1.03}$, or 23.6 in., and the Napa rainfall for each year of the 70-year period not covered by actual observation will be found by applying the percentage of normal in the composite column (Column 4) of Table 2 to the normal for this station. The results thus obtained will be practically as dependable as a basis for water production or run-off studies as if there had been actual measurement of rainfall at Napa during the full 70-year period. This is true, because a deduced record of this character, although departing more or less from what did actually take place, nevertheless, fairly represents the probable annual fluctuations in the rainfall and also quite dependably the range from probable minimum to probable maximum. It is possible in this fashion, as stated, to expand the rainfall records for any part of California and thus to produce for any region of the State a dependable long-time rainfall table generally covering the full period from 1849 to 1921.

Frequency of Wet and Dry Seasons.

It is interesting to study probabilities of seasonal rain intensity on the basis of the rainfall records of the past. Taking, for example, the composite record of the two California primary base stations, Table 2, and platting the same as ordinates in the order of their magnitude, a graph such as is shown in Fig. 4, will result.

An analysis of Fig. 4 shows that in 70 seasonal years, there probably will be no year with less than 30% of normal rain and that there will be:

2	years with	30 to 40%	of normal rain
2 to 3	years with	40 to 50%	of normal rain
3 to 4	" "	50 to 60%	" " "
5	" "	60 to 70%	" " "
7 to 8	" "	70 to 80%	" " "
9	" "	80 to 90%	" " "
9 to 10	" "	90 to 100%	" " "
9	" "	100 to 110%	" " "
7 to 8	" "	110 to 120%	" " "
4 to 5	" "	120 to 130%	" " "
2 to 3	" "	130 to 140%	" " "
2	" "	140 to 150%	" " "
3	" "	150 to 175%	" " "
2	" "	175 to 200%	" " "
70			

or, expanded to 100 years, to express probabilities in percentage, the curve will show that, in the region to which it applies, the rainfall in climatic years will range from a minimum of about 30% to a maximum of about 210% of the normal. In any considerable number of years, when grouped according to the rainfall, there will be:

Less than 30%	of normal rain in	0.5%	of all the years
30 to 40%	of normal rain in	1.1%	of all the years
40 to 50%	" " " "	3.3%	thereof
50 to 60%	" " " "	4.9%	"
60 to 70%	" " " "	7.3%	"
70 to 80%	" " " "	10.4%	"
80 to 90%	" " " "	13.1%	"
90 to 100%	" " " "	13.6%	"
100 to 110%	" " " "	12.9%	"
110 to 120%	" " " "	11.3%	"
120 to 130%	" " " "	6.6%	"
130 to 140%	" " " "	3.7%	"
140 to 150%	" " " "	2.6%	"
150 to 160%	" " " "	1.9%	"
160 to 170%	" " " "	1.6%	"
170 to 180%	" " " "	1.3%	"
180 to 200%	" " " "	1.9%	"
Over 200%	" " " "	1.4%	"

In a broad way it appears from the foregoing and from the diagram, Fig. 4, that in the central portions of California the precipitation in about 26.5% of the climatic years will be within 10% of the normal; that the precipitation in about 55% thereof, will be below normal; and that the precipitation in about 45% will be in excess of normal. It also appears that a climatic year

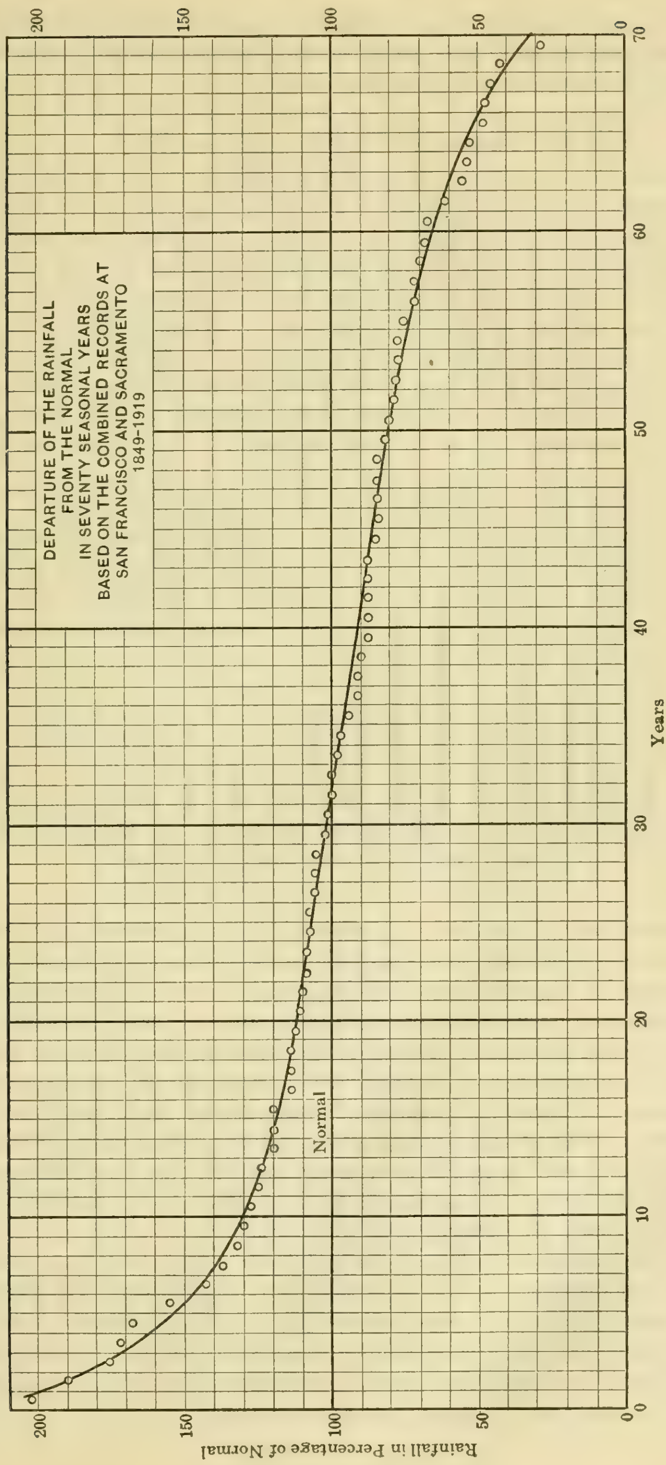
DEPARTURE OF THE RAINFALL
FROM THE NORMAL
IN SEVENTY SEASONAL YEARS
BASED ON THE COMBINED RECORDS AT
SAN FRANCISCO AND SACRAMENTO
1849-1919
Normal
Years
Rainfall in Percentage of Normal
0
10
20
30
40
50
60
70
200
150
100
50
0

FIG. 4.

with less rainfall than 30% of the normal is highly improbable and that there will be occasional seasons with 100% more rain than normal. In diagrammatic form, this information is presented in Fig. 5.

Normal Seasonal Rainfall to Any Date.

As each season or climatic year advances, a comparison with the rainfall to date of a normal season is frequently desirable, and this information, for a limited number of places in California, is being furnished to the public from day to day, through the press, by the local U. S. Weather Bureau forecasters. It has been the practice to compute, on the basis of past records for each station, the normal fall of rain to each date. Instead of this practice, the following graphic method of procedure for regional application is suggested.* For any station or for a composite as already described the mass curve of seasonal rain is platted, using monthly normals and calling the seasonal normal 100%, as shown in Fig. 6. The resulting curve will give for any day

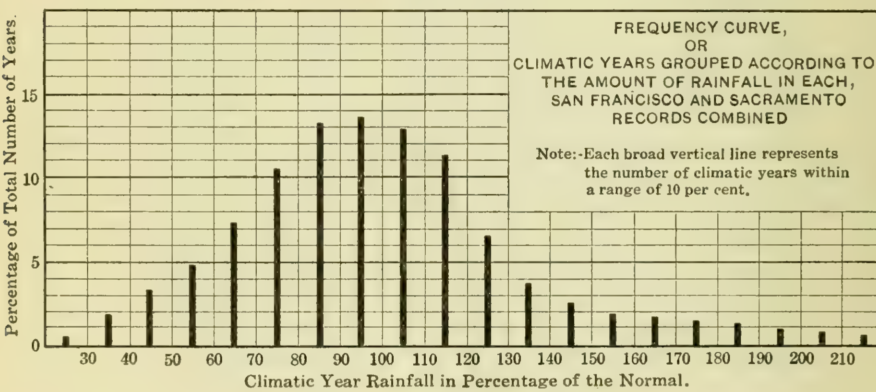

Fig. 5.

of the year the normal seasonal rain to that day in percentage of the annual normal. If, now, the estimated seasonal normal for any station within the region to which a curve of this kind applies, decreases or increases, due to one or more dry or very wet seasons, this change will not materially affect, if at all, the shape of the curve for normál climatic years, but the estimated normal rain to any date will automatically change in the same ratio as the annual normal. A further advantage of using such a mass curve lies in the fact that minor irregularities which appear when the actual mean precipitation to each day of the year is used, are smoothed out, and the true relation of the part-year normal (being the normal to a given date) to the seasonal or full-year normal is more dependably approximated.

The curve, as shown in Fig. 6, being based on the first-class records of rainfall at San Francisco and at Sacramento, is substantially correct for any place in Central California. To illustrate the use of this seasonal mass curve, it may be noted that for February 14th, the normal rainfall applying to that date (being for the season which began on the preceding first day of July) is

* *Journal of Electricity,* Vol. 44, No. 5 (March 1st, 1920).

given by the U. S. Weather Bureau at 14.4 in. for San Francisco and at 12.2 in. for Sacramento. For this date the curve, Fig. 5, shows that 64% of the normal rainfall for a year should have already fallen. For San Francisco, with a normal annual rainfall of 22.7 in., this is 14.5 in. and for Sacramento with a normal annual rainfall of 19.0 in., it is 12.2 in.—values which agree with those determined by the Weather Bureau.

Effect of Altitude on Precipitation.

The attempt is frequently made to establish a relation between the annual rainfall and altitude. A glance at any map showing isohyetose lines will indicate the futility of searching for any such relation that would be widely applicable. It will be found that usually where cyclonic disturbances, accompanied by rain, bring up against, or cross, mountain ranges, the rainfall will be heavier well up on the mountain slope than at the base of the range and that on the

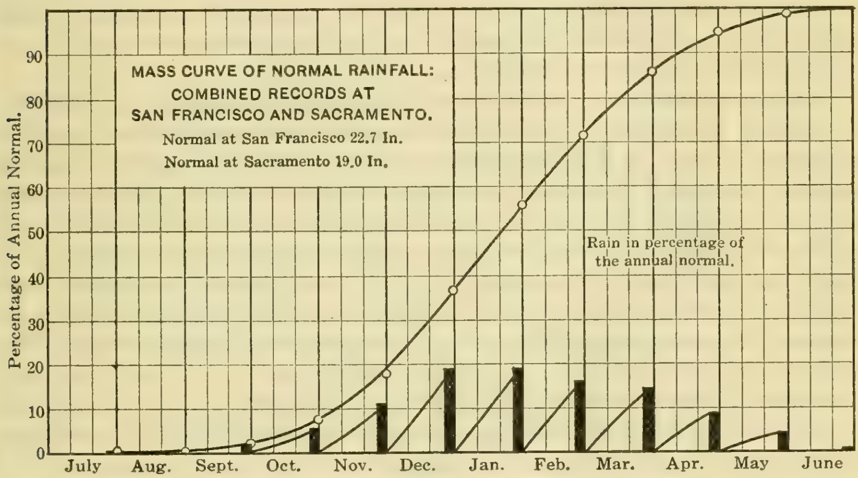

Fig. 6.

far side of the range there will be light rainfall, even though the mountains there may be flanked by a high plateau. The gradient represented by the distance between the isohyetose lines compared with their rain interval, however, may bear almost any kind of a relation to the gradient of the ground surface, and near the summit of the range there is frequently, perhaps it might be said usually, a reversal of the gradient; that is, the region of greatest rainfall is not ordinarily on, but rather somewhat below, the summit of the ridge. It is to be noted, however, that, speaking broadly, the isohyetose lines, or lines of equal quantities of rain, run parallel with the general course of the contour lines of the country. It is, therefore, comparatively easy to extend the isohyetose lines over considerable areas, in regions in which the fall of rain and snow at a few controlling points has been ascertained.

The range in the annual quantities of rain and snow from the western base of the Sierra Nevada, California, across these mountains into Nevada in the latitude of Oroville increases from about 20 in. in the Sacramento Valley to a greatest precipitation of about 80 in. per annum at elevations about 1 000 ft.

below the crest of the range. On the high plateau to the eastward of the main range, the precipitation drops to less than 10 in. per annum, or only about one-eighth as much as at the same elevation on the western slope of the range.

Run-Off in its Relation to Rainfall.

Closely associated with a study of the rainfall in any region is the study of the run-off which results from the rain. The engineer is interested both in the rate at which this run-off occurs and in the quantity thereof in a considerable time-period, as in a year or in a fraction of a year.

In the study of flood-control projects and in the making of provision for adequate storm-water conduits in urban areas, the engineer is particularly concerned with the maximum rate of run-off which the rainfall on a water-shed can produce. In the study of water-power utilization and the making of stream flow available for irrigation and for domestic and industrial use, the engineer is more particularly interested in the dependable quantity of water produced by a water-shed continuously or during the whole or some part of the year and also with the minimum or low-water flow.

Taking up first, then, the probable annual run-off, or rather the run-off in a period of 12 months, which may reasonably be attributed to the rainfall of the climatic year, it will be found quite practicable to establish a useful relation, expressing probability, between this run-off and the rainfall to which it is to be ascribed. It must not be expected that any law can be pointed out, which will give this relation with accuracy for each individual season. This would be expecting too much in view of the fact that no two seasons even with like quantities of rain in the climatic year are exactly similar in the matter of the sequence, duration, and relative intensity of rain storms. It is readily conceivable that, of two seasons (climatic years), each with the same aggregate or seasonal rainfall, one may be of a type with concentration of rain in a few storms of great intensity, while the other has its rainfall distributed to numerous storms with barely enough rain to saturate the surface soil and with sufficient intervals between storms to permit the soil to lose its water by evaporation. In one case, a relatively large proportion of the rain will find its way to the stream; in the other, very little run-off may occur.

The matter is complicated still further in regions where the rainfall, instead of being concentrated in a certain part of the year, is distributed fairly uniformly to the 12 months. In this event, transpiration as well as evaporation may vary within wide limits, particularly in the warm summer months, being affected by the sequence of rains and the great range in the resulting conditions of sunshine, soil moisture, temperature, wind, and other factors which determine the rate at which water, that would otherwise appear in the stream, is carried off by the atmosphere.

Despite any admission that no dependable estimate of run-off can be made for any single year from the known rainfall conditions which cause this run-off, it is, nevertheless, of the utmost importance to determine the ordinary or probable relation between the rain and its effect on the flow of the stream. It is self-evident that no one can predict the rainfall as to time and quantity for future seasons except on the basis of past records. The same amount and

frequency of departures from the normal or probable conditions are to be expected in the future as have been noted in the past. It is only with full appreciation of this limitation on estimated water yield and estimated maximum and minimum flow, that the relation of run-off to rain should be studied. Otherwise, there will be some disappointment and hesitancy in using results, particularly when station records of rainfall are expanded to long time-periods by the plan advocated by the writer. Nevertheless, for such conditions as prevail in the Pacific Coast States, the method is justified and in most cases the results may be accepted as being quite as dependable as though a complete rainfall record were available for each station for which a fragmentary record has been expanded to a full-period record.

The first rain that falls wets the surface of the ground. A continuation of a gentle rain may be at a rate but little if any in excess of that at which the penetration of moisture into the soil takes place. Thus, considerable rain may fall before there is any material run-off. In the interval, thereafter, between one rain storm and the next, the wet ground dries out more or less, its water loss being into the atmosphere by evaporation. If the surface of the ground is kept wet by successive rain storms so that the evaporation, which is greater from a saturated soil than from one that is partly dried out, will be kept at a relatively high rate throughout the time between rain storms, there may be a great loss of water by evaporation. If the rainfall for the climatic year is very light, the time during which the soil is wet and evaporation rapid, will be short; consequently, in such years, evaporation will take less of the rain water than it will in wet years. On the other hand, however, if the number of rainy days is great, and the conditions favoring evaporation, by reason of the long time during which the atmosphere is saturated, are poor, then, even with a saturated condition of surface soils, there may be less evaporation than if a fairly regular alternation of a rainy period of a few days with a dry period of similar duration occurred.

It appears from these considerations that evaporation will take more of the water falling as rain in fairly wet years than in dry years and that evaporation (including transpiration) may take from the soil practically all the water which falls in dry years, when the rainfall is very light, leaving nothing to go to the stream. The probable ratio of evaporation to rainfall will decrease as the seasonal quantity of rain increases up to some more or less indefinite limit and, conversely, the proportion of rain water which reaches the stream as run-off will increase. This fact was recognized by the writer many years ago and led him to formulate for California the following rule, announced in the earlier paper, already referred to, which is applicable in ordinary cases with a fair degree of approximation:

The percentage of the probable run-off due to a rainfall of less than 50 in. in a climatic year of 12 months will be as high as there are inches of rain. The probable run-off due to a rainfall in excess of 50 in. in a climatic year will be 25 in. less than the rainfall; or, expressed by the formula (P = precipitation):

$$r = 0.01\ P^2, \text{ for } P \text{ less than 50 in.} \qquad (11)$$

$$r = P - 25, \text{ for } P \text{ greater than 50 in.} \qquad (12)$$

In Equations (11) and (12), P represents the rainfall or precipitation, in inches, in a climatic year, on any water-shed, and r the run-off depth, in inches, over the same area, resulting from this rainfall.

Later studies seem to indicate that quite generally throughout the United States where the precipitation is from 40 to 80 in., the soil and plants growing on the soil will take and dispose of from 22 to 28 in. of water and the remainder will appear in the stream as run-off.

Referring now more particularly to such conditions as prevail in California, the result of the writer's run-off studies early led to the use of two curves, one of which was intended to express the probable relation of run-off to rain in the low or foot-hill regions of the State and the other, showing a somewhat larger proportion of run-off, was intended to show the probable

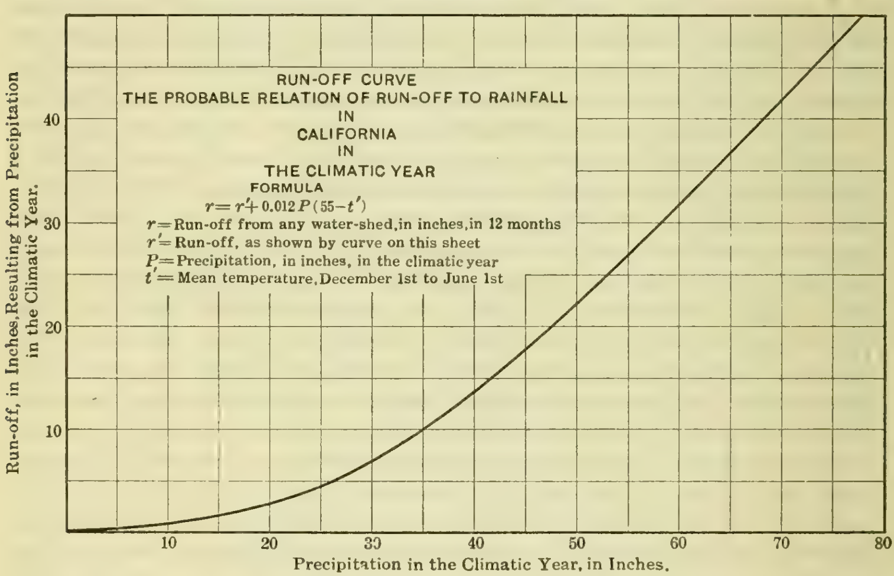

FIG. 7.

relation of run-off to rain in the higher mountain regions of the Sierra Nevada.* It will not be necessary to reproduce these curves which now have only historic value. In revised form, however, a curve is shown in Fig. 7, which takes the place of the original curve for low areas and which shows quite dependably the probable relation between the rainfall of the climatic year and the resultant run-off for California conditions.†

Expressed in tabular form, the writer's run-off curve for water-sheds in California at low altitude gives the values shown in Table 3, which values apply to the run-off resulting from the rainfall in a climatic year of 12 months.

EFFECT OF TEMPERATURE ON RUN-OFF.

It has been found, however, as already suggested that, if applied to high mountain areas, this curve (Fig. 7) would show too little run-off. The cause

* *Transactions*, Am. Soc. C. E., Vol. LXI (1908), p. 512.

† *Transactions*, Am. Soc. C. E., Vol. LXXIX (1915), p. 166.

TABLE 3.—The Relation of Run-Off to Rainfall, California Conditions. (Rain includes snowfall)

Rain, in 12 months of climatic year, in inches.	Resulting run-off, in inches.	Rain, in 12 months of climatic year, in inches.	Resulting run-off, in inches.	Rain, in 12 months of climatic year, in inches.	Resulting run-off, in inches.
5	0.3	24	4.1	55	27.0
10	0.6	26	5.0	60	32.0
12	0.8	28	6.0	65	37.0
14	1.1	30	7.0	70	42.0
16	1.5	35	10.0	75	47.0
18	2.0	40	13.6	80	52.0
20	2.6	45	17.7	90	62.0
22	3.3	50	22.4	100	72.0

for this is not to be sought in the character of the surface of the water-shed, nor yet in the greater altitude of the mountain region, except only as these factors influence temperature and evaporation. All the rain falling on a water-shed, which does not reach the stream, may be considered, as previously stated, to have been returned to the air by evaporation. Some of this rain is returned by transpiration; a small quantity, but generally negligible in its effect on run-off, enters into the composition of tree and plant growth, and a large quantity is lost by evaporation from moist soils, from snowbanks, and from water surfaces of streams and lakes. It is quite apparent that evaporation is the major of these, or the controlling factor; it has seemed proper, therefore, to make an attempt to add a correction increment for temperature or, incidentally for altitude, to the run-off curve, and a suggestion is made in this regard to be tried out as data accumulate.

It is to be assumed, in any event, that evaporation in so far as it materially modifies the run-off from the Sierra Nevada, or, generally, from high mountain areas, as compared with areas at low altitudes, over a period of about six months, December to May, inclusive (California being especially considered), during which snow is on the ground or the ground surface is moist, will be fairly determinable from the temperature of the air.* It may be noted, too, that any such correction for temperature will represent a larger proportion of the run-off when the precipitation is light than when it is heavy. It is true, however, as already noted, that the aggregate evaporation from areas subject to California winter conditions of wetting by snow or rain must be regarded as increasing with increasing precipitation. These considerations have led to the establishment of the correction factor for altitude, or, better, for the lower temperature due to altitude, as appears in the following formula:

Let P = again the rainfall or precipitation, in inches, during the 12 months of the climatic year;

r' = the depth of run-off, in inches, resulting from the precipitation, P, as shown by the curve, Fig. 7, for areas at low altitude;

r = the depth of run-off, in inches, resulting from the precipitation, P, on any area at any altitude; and

* See the writer's discussion of "Evaporation", *Transactions*, Vol. LXXX (1916), p. 1968.

f = the mean temperature, in degrees Fahrenheit, that prevails throughout the water-shed during the period in which evaporation materially affects the run-off. For California, this period will be from December to May.

The formula may now be written for California, as follows:

$$r = r' + 0.012\ P\ (55 - f) \qquad (13)$$

At a temperature of 55° for the months, December to May, there will be no correction to the values shown by the run-off curve, Fig. 7, at sea level; but, as the elevation increases and the temperature falls, there will be an increment of water, due to less evaporation, to be added to the run-off.

The foregoing formula, Equation (13), was deduced from the more general expression:

$$r = r' + C\,n\,e\,P\ (55 - f) \qquad (14)$$

in which e represents the increase, in inches, of the monthly evaporation from a water surface, due to an increase of 1° Fahr. in mean monthly temperature (at temperatures of from 40° to 60°); n represents the number of months during which evaporation materially reduces the run-off; and C is a coefficient to be determined by experiment.

For California conditions,* $n = 6$, for the months, December to May, inclusive, $e = 0.1$ in.; and, probably, $C = 0.02$, making $C\,n\,e = 0.012$. To illustrate the use of the curve and formula for the run-off in a 12-month period, the case of a Sierra Nevada mountain area, in California, at an altitude of 6 000 ft., may be taken, on which the climatic year shows a rainfall of 40 in.

From the curve, Fig. 7, the value of r' for 40 in. of rain appears at 13.6 in. In the Sierra Nevada, at altitudes of 6 000 ft., the mean temperature for the six months, December to May, inclusive, is about 40 degrees. Consequently, the seasonal run-off by formula is as follows:

$$r = 13.6 + 0.012 \times 40\ (55 - 40)$$
$$r = 13.6 + 7.2 = 20.8 \text{ in.}$$

It will be noted from this illustration that, due to low temperature at high altitudes, there may be a material increase in the proportion of rain which finds its way to the stream.

Normal Run-Off Computed from Rainfall Records.

After the relation between seasonal (12 months) rainfall and probable run-off has been established by some such curve as that shown in Fig. 7, in figures such as those presented in Table 3, or by the formula, Equation (13), it becomes possible to compute the probable or normal run-off for each 12-month period, for any region, from the rainfall record, when the rainfall is expressed for each season in percentage of the normal rainfall. For all practical purposes and particularly as a means of forecasting future run-off, this method may be accepted with confidence. It leads to a computed record of stream flow which will show what the water output of the stream has been and what water output is to be expected in the future. It shows, too, the relation of the

* *Transactions*, Am. Soc. C. E., Vol. LXXX (1916), p. 1968.

water output in minimum and maximum years to the normal water production and also the frequency of years of ordinary, small, and large water production.

As an illustration, a stream may be selected on the water-shed of which the mean annual rainfall has been found to be 30 in. and the seasonal variation of which in the quantity of rain is represented by the composite rain record noted in Table 2.

It follows that in this water-shed, in a series of 100 years, rainfall and run-off will occur about as set forth in Table 4.

TABLE 4.—COMPUTATION OF NORMAL ANNUAL RUN-OFF FOR A NORMAL SEASONAL RAINFALL OF 30 IN. FROM A WATER-SHED AT LOW ALTITUDE IN A REGION FOR WHICH THE COMPOSITE RECORD OF RAINFALL AT SAN FRANCISCO AND SACRAMENTO IS TYPICAL.

Number of climatic years.	Rainfall in percentage of normal.	Annual rainfall, in inches.	Resulting annual run-off, in inches.	Total run-off for period, in inches.
0.5	20	6.0	0.40	0.20
1.7	35	10.5	0.65	1.11
3.3	45	14.5	1.20	3.96
4.9	55	16.5	1.63	7.99
7.3	65	19.5	2.45	17.89
10.4	75	22.5	3.50	36.40
13.1	85	25.5	4.77	62.49
13.6	95	28.5	6.25	85.00
12.9	105	31.5	7.90	101.91
11.3	115	34.5	9.70	109.61
6.6	125	37.5	11.80	77.88
3.7	135	40.5	14.00	51.80
2.6	145	43.5	16.50	42.90
1.9	155	46.5	19.10	36.29
1.6	165	49.5	21.90	35.04
1.3	175	52.5	24.70	32.11
1.9	190	57.0	29.00	58.10
1.4	205	61.5	33.50	46.90
100.	......	......	......	804.58
Mean......	100	30.0	......	8.0

According to the calculation presented in Table 4, the normal run-off for a normal seasonal rainfall of 30 in. (that is, within a climatic year of 12 months), is 8.0 in. from a water-shed at low altitude in central portions of California. The probable run-off, on the other hand, resulting from a like quantity of rain, that is, 30 in., during any single climatic year, according to the curve, Fig. 7, or Table 3, is 7.0 in. The normal annual run-off, therefore, from a water-shed at low altitude, throughout which the normal annual rainfall is 30 in., exceeds the probable run-off, due to a like quantity of rain in the single climatic year, by 1 in., or by about 14 per cent. A similar calculation of the normal run-off when the normal rainfall is 20 in. will show an excess over the probable single season run-off, for a like quantity of rain, of about 19 per cent. For a normal seasonal rainfall of 40 in., the excess is 9%; for a normal seasonal rainfall of 50 in., it is 3%; and for a normal seasonal rainfall of 60 in., the normal annual run-off will be about 2% less

than that which is probable in any single climatic year with a rainfall of 60 in.

These relations apply, as noted, to a region in which rainfall conditions are correctly represented by the composite rainfall records, as shown in Fig. 3, applying to certain central areas of California. Where the variation in the rainfall in the several climatic years of a long time-period departs from that shown by this diagram, a different relation between the normal seasonal run-off and the estimated or probable run-off in a season with a rainfall equal to the normal may be found. The numerical illustration is intended merely as a guide in making run-off studies. A different relation will be found, too, when correction factors are applied for altitude or temperature departures from those to which the run-off curve, Fig. 7, applies.

When the run-off is to be determined from a water-shed of so great an extent that there is a wide range in the normal rainfall on different portions thereof, it should be subdivided, preferably in such fashion that the range of normal rainfall in each subdivision will not exceed 5 in., and the estimate of the year's run-off from each subdivision can then be made separately.

The isohyetose lines shown in Fig. 8, for a low to high mountain region lying to the eastward of Oroville, Cal., may serve to illustrate not only the considerable variation of normal annual rainfall within comparatively short distances, but also the difficulty that would exist, in such an area as that covered by the diagram, of estimating the average normal annual rainfall for the entire area from a few isolated station records without recourse to isohyetose lines.

Elements of Uncertainty.

In concluding this discussion of the relation of run-off to rainfall, it may be noted that the problem is complicated by the difficulty always encountered of determining the precipitation on any area of considerable extent, as well as by the lack of precision in the estimates of stream flow. The crudest kind of approximation must usually be resorted to in the matter of rainfall. When water-sheds, for which the shape of the isohyetose lines is known, are studied in relation to rainfall records at a few individual points, the opportunity for error in this particular becomes clearly apparent. In the case of drainage areas such as those in the high mountains of California, for example, there is much uncertainty, too, as to the normal annual snowfall and the snowfall in any individual season. Even for any single point this statement holds good. The distribution of snow over considerable areas with all kinds of exposure to the wind cannot be uniform, and there is uncertainty, too, as to the quantity of water which any given depth of snowfall may represent. The few records of precipitation in California's snowbelt, which are available, are, at best, to be accepted as approximate only, and, yet, it appears that, generally, in respect to precipitation distribution, the information available in this State is as reliable as any elsewhere in this country.

Maximum Storm-Water Flow from Small Areas.

A complete discussion by the writer of the storm-water flow problem as applied to urban areas will be found in his paper on "The Sewer System

of San Francisco."* The value of the deduced formulas, as there presented, may be reaffirmed, and a wider application may be claimed for them, provided only that fair information is obtainable from past records of rain intensities throughout the affected areas. The element of greatest uncertainty in any formula for the maximum run-off rate will always be the perviousness of the surface of the water-shed. In each case allowance for the effect of this perviousness must be made by the engineer, on the basis of experience.

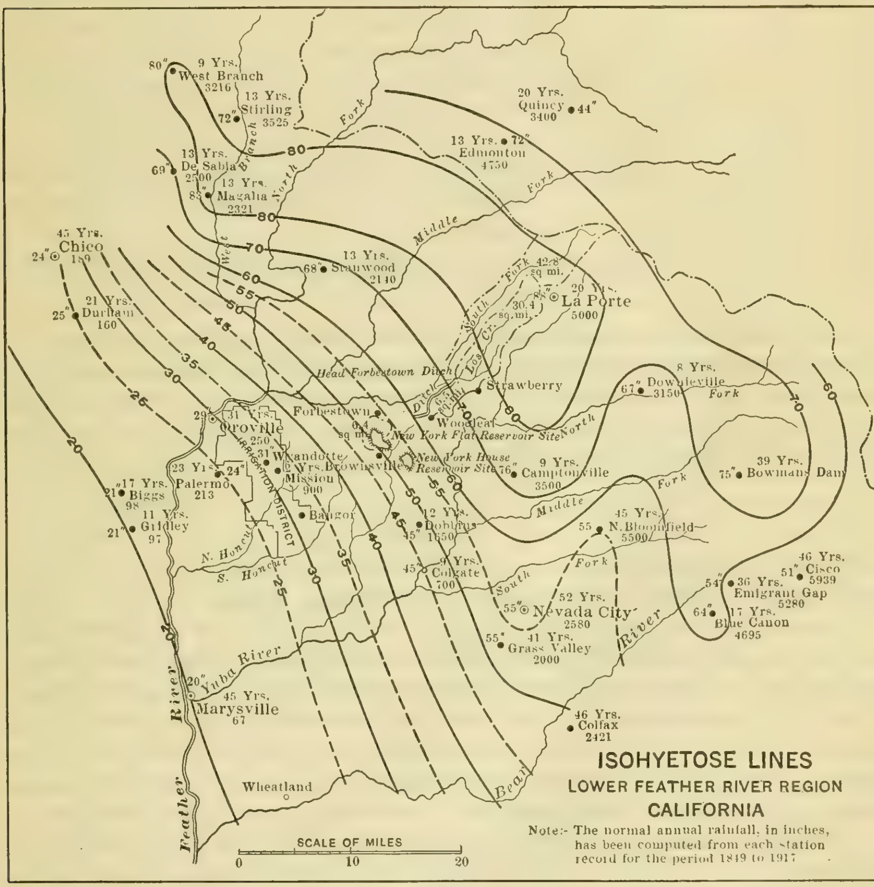

FIG. 8.

Let A_1, A_2, A_3, etc., = the areas of subdivisions of any water-shed, in acres;

A = the area, in acres, of the water-shed;

a, a_1, a_2, a_3, etc., = the coefficients of perviousness, or run-off coefficients, applying to the water-shed and the respective subdivisions thereof;

S = the average slope of the main watercourse, in feet per thousand;

* *Transactions*, Am. Soc. C. E., Vol. LXV (1909), p. 310.

T = the time, in minutes, that it will take water to flow, under maximum run-off conditions, in natural or in proposed conduits, from the most remote part of the water-shed to the point at which the maximum storm-water discharge is to be determined;

t = the critical time, in minutes, during the continuance of a rain-storm for the area under consideration, being that time within which the rain will produce the maximum rate of run-off.

i = the number of minutes which it takes water to flow on the surface of the area under consideration to the points of entry into the conduits;

d_m = the maximum storm-water flow at the point at which flow is to be determined, in cubic feet per second per acre;

D_m = the maximum storm-water flow, in cubic feet per second.

By the aid of the rain-intensity formulas already noted and of observations throughout the water-shed, which establish the maximum quantity of rain which may be expected to fall thereon in periods of 30 min., 1 hour, 2 hours, or some other period, or periods, of time, the value of the intensity coefficient, C, in the formula for I, Equation (1), namely,

$$I = \frac{C}{\sqrt{t}}$$

is to be determined, and the procedure when the capacity to be given to storm-water conduits is in question, will then be as follows:

Divide the water-shed having an area of A acres into three subdivisions, A_1, A_2, A_3, such that the time required by water to flow from the farther limits of the first over the surface and in conduits of the type which are to be provided, will be one-third, and that the time required for water to flow from the most remote parts of the second subdivision, will be two-thirds of the time required for storm-water to flow from the most remote part of the water-shed to the point at which maximum storm-water flow is to be estimated.

Approximate the time, i, in minutes, that it will take water to flow on the surface of the water-shed to the inlets of the conduit system. Estimate the time, T, in minutes, that it will take water to flow from the most remote part of the water-shed to the point at which maximum flow is to be estimated. Then, determine the critical time, t, from the following:

$$t = 0.40 \frac{T}{a\,A} (a_1 A_1 + 2\,a_2 A_2 + 3\,a_3 A_3) + i \ldots\ldots\ldots\ldots (15)$$

The coefficient of imperviousness, a, for the entire water-shed is found from the following:

$$a = \frac{a_1 A_1 + a_2 A_2 + a_3 A_3}{A} \ldots\ldots\ldots\ldots\ldots\ldots (16)$$

Consideration must be given to the perviousness of the surface of the watershed in determining the values of a_1, a_2, and a_3. For an entirely impervious surface and relatively small areas, these factors would be unity; for a coarse, well under-drained gravel, they may approximate zero. The values of a, a_1, a_2, and a_3, therefore, will lie somewhere between unity and zero.

For use in a similar formula for maximum flow, the late Emil Kuichling, M. Am. Soc. C. E., based on large experience, recommended* the following:

	Value of a.
For roof surfaces	0.70 to 0.95
" asphalt pavements in good order	0.85 to 0.90
" stone, brick, and wooden block pavements with tightly cemented joints	0.75 to 0.85
" same, with open or uncemented joints	0.50 to 0.70
" inferior block pavements with uncemented joints	0.40 to 0.50
" macadamized roadways	0.25 to 0.50
" gravel roadways and walks	0.15 to 0.30
" unpaved surfaces, railroad yards, and vacant lots	0.10 to 0.30
" parks, gardens, lawns, and meadows, depending on surface slope and character of subsoil	0.05 to 0.25
" wooded areas or forest land, depending on surface slope and character of subsoil	0.01 to 0.20

It is believed, in applying the formulas, which are here presented, that it would be better not to attempt the minute classification of surface according to its character, which was suggested by Mr. Kuichling. When small urban areas are under consideration, all surfaces which approximate imperviousness may well be put into one class, because the infiltration of water into the surface material may be neglected when the critical time is short and the rain intensity high.

When larger areas are under consideration, and the soil of the country is an ordinary loam, the approximate values given in Table 5, based on population density, may be used.

TABLE 5.

Population per acre.	Value of a.	Population per acre.	Value of a.
10	0.20	60	0.60
20	0.30	70	0.65
30	0 40	80	0.70
40	0.50	90	0.73
50	0.55	100	0.75

The maximum storm-water flow can now be estimated from the value of I, or from the maximum rainfall, R, in 1 hour, by the formula:

$$d_m = 0.645\ a\ I \text{ sec-ft per acre} \qquad (17)$$

making,

$$D_m = 0.645\ a\ A\ I \text{ sec-ft} \qquad (18)$$

* *Transactions*, Am. Soc. C. E., Vol. LXV (1909), p. 399.

or its equivalent,

$$d_m = \frac{5\ a\ R}{\sqrt{t}} \text{ sec-ft. per acre} \qquad (19)$$

making,

$$D_m = \frac{5\ a\ A\ R}{\sqrt{t}} \text{ sec-ft.} \qquad (20)$$

In developing this formula, consideration has been given to the effect of the temporary water storage (that is, to the increase or decrease of the volume of water in transit) in the conduits as well as that resting on the surface of the water-shed, on the momentary rate of flow. This is fully explained in the writer's paper* to which reference has already been made.

The value of I is best obtainable from the diagram, Fig. 3, or by Equations (1) to (5). The value of C in the rain-intensity formula, Equation (1), as explained, is dependent on local rainfall conditions. Local records of rainfall, or if no local records are available, then those of some locality with similar meteorological conditions, are to be used in determining the value of C and the resultant rain intensities.

When water-sheds are under consideration, which, though still belonging in the class of small areas, are of so large an extent and so diversified in surface characteristics that the maximum rain intensities in different portions thereof have a wide range, that is, depart widely from the values that would be most applicable for the water-shed treated as a unit, there should be introduced into the calculation the maximum rainfall per hour applying to each subdivision thereof, R_1, R_2, R_3, or the corresponding coefficients, C_1, C_2, C_3, but these should always be determined for the critical time, t, which applies to the entire water-shed.

The formulas may then be written:

$$D_m = \frac{5}{\sqrt{t}} (a_1\ A_1\ R_1 + a_2\ A_2\ R_2 + a_3\ A_3\ R_3) \qquad (21)$$

or,

$$D_m = 0.645\ (a_1\ A_1\ I_1 + a_2\ A_2\ I_2 + a_3\ A_3\ I_3) \qquad (22)$$

The formulas previously noted for maximum run-off, are simple in form and convenient for general use. The numerical factors appearing therein have been deduced in part, as previously stated, from a study of the effect of the constantly changing volume of water actually in transit over the surface and in the conduits, that is, of the effect (on the flow) at the gauging point of an increase or decrease of the quantity of water temporarily in storage within the water-shed. The factors which will always be involved in some uncertainty, are the coefficients of perviousness and of rain intensity.

The following example (based on assumed data) will illustrate the application of the formula for maximum stream flow.

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* *Transactions*, Am. Soc. C. E., Vol. LXV (1909), p. 294.

A topographical survey and preliminary estimates of the velocity at which water will flow in proposed conduits, have established the following values:

$$\begin{aligned} A &= 2\,500 \text{ acres} \\ A_1 &= 500 \text{ acres}; \ a_1 = 0.90 \\ A_2 &= 1\,200 \text{ acres}; \ a_2 = 0.75 \\ A_3 &= 800 \text{ acres}; \ a_3 = 0.40 \\ T &= 85 \text{ min.} \\ i &= 10 \text{ min.} \end{aligned}$$

The available rainfall records show, for this water-shed, that during one storm 1 in. of rain fell in 2 hours and, at another time, it rained 2 in. in 6 hours. It is known, too, that the storms in which rainfalls of this intensity occurred, were classed as severe, and that both records may be accepted as approaching single-station maxima. Being for application to a fairly large urban area, the values of R and C deduced from these records will probably be somewhat in excess of the probable value for the whole area, and this excess may be considered as some margin of safety, although not quite enough.

The rain intensity of 0.50 in. per hour deduced from the 2-hour record indicates a value of $C = 5.5$; and the rain intensity of 0.33 in. per hour from the 6-hour record indicates a value of $C = 6.2$.

As the extreme rain intensity may exceed that of either of the only two storms for which dependable records exist, it will be proper to introduce C into the calculation at a value of about 6.5.

Then, by Equation (12):

$$a = \frac{0.90 \times 500 + 0.75 \times 1\,200 + 0.40 \times 800}{2\,500} = 0.66$$

by Equation (11):

$$t = 0.40 \left(\frac{85}{0.66 \times 2\,500}\right) (0.90 \times 500 + 2 \times 0.75 \times 1\,200 + 3 \times 0.40 \times 800) + 10 = 76 \text{ min.}$$

by Equation (1)

$$I = \frac{6.5}{\sqrt{76}} = 0.74$$

and by Equation (15):

$$d_m = 0.645 \times 0.66 \times 0.74 = 0.32 \text{ cu. ft. per sec. per acre}$$

and by Equation (16):

$$D_m = 0.32 \times 2\,500 = 800 \text{ cu. ft. per sec.}$$

This is the estimated maximum storm-water flow from the 2 500 acres.

Maximum Stream Flow or Maximum Rate of Run-Off from Large Areas.

When the capacity is to be prescribed of a spillway for a storage reservoir, or of a stretch of river to which flood-waters are to be confined, larger areas come under consideration than in the case of ordinary urban problems. It is

then desirable to express areas in square miles instead of in acres. With this change of area unit, but again under the assumption that meteorological conditions and, therefore, values of R, the maximum rainfall in 1 hour, and of I, the maximum average rate of rainfall in the critical time-period, t, may be considered to be uniform throughout the water-shed, there will be:

From Equation (17):

$$d'_m = 413\ a\ I \text{ sec-ft. per sq. mile} \qquad (23)$$

from Equation (19):

$$d'_m = \frac{3\ 200\ a\ R}{\sqrt{t}} \text{ sec-ft. per sq. mile} \qquad (24)$$

from which,

$$D_m = 413\ a\ M\ I \text{ sec-ft.} \qquad (25)$$

or,

$$D_m = \frac{3\ 200\ a\ M\ R}{\sqrt{t}} \text{ sec-ft.} \qquad (26)$$

in which M represents the area of the water-shed, in square miles.

In applying this formula to large areas, it must be remembered that the individual station records of rainfall do not represent intensities as dependably for large areas as they do for small areas. Whenever practicable the relation of the rainfall on the entire water-shed to that of the single station or, better, to the combined records at a number of stations, should be ascertained. This is done by comparing the station records with the rainfall on the whole area, as determined by isohyetose lines.

The factor, R, in the writer's formulas for the maximum rate of run-off, should always represent an average value for the area to which it applies. That is, if the maximum rain to be expected in one hour has been determined for numerous places regularly distributed throughout the area, the value of R to be used in the formula will be the mean of all such determinations.

When there is a wide range in the meteorological conditions in the subdivisions of a water-shed (which need not be restricted to only three), and there is a wide range in the values of R and of I in different parts thereof, it may be advisable to use the formulas in a more general form, deduced from Equations (21) and (22). They can then be written:

$$D_m = \frac{3\ 200}{\sqrt{t}} (a_1\ M_1\ R_1 + a_2\ M_2\ R_2 + a_3\ M_3\ R_3) \text{ sec-ft.} \qquad (27)$$

or,

$$D_m = 413\ (a_1\ M_1\ I_1 + a_2\ M_2\ I_2 + a_3\ M_3\ I_3) \text{ sec-ft.} \qquad (28)$$

in which, as explained, $M_1 + M_2 + M_3 = M$, and all these areas are expressed in square miles.

Due to the fact that the absorption of water by soil or other pervious material, as well as the rate of evaporation, may be regarded as fairly constant, while the average intensity of the rainfall decreases as the time to which the intensity applies increases, the relative effect of perviousness will increase in some measure as the critical time increases. This statement has, of course,

particular application to large water-sheds in which the critical time may be measured by days with occasional cessation of rainfall instead of by minutes and hours, as is the case in urban problems. The coefficient of perviousness, that is, a in the formula for urban areas would better be considered as a run-off coefficient and should decrease as the critical time increases. Bearing in mind that $a = 1$ for small impervious areas, the following expression for a has been found to give results in fair conformity with observed facts:

$$a = \frac{60}{60 + c\sqrt[3]{t}} \qquad \text{(29)}$$

Here, c may be regarded as a supplemental run-off coefficient with a wide range in value, being almost negligible for impervious areas and increasing with increasing perviousness. A value should be assigned to c with due regard to surface conditions of the water-shed. The following values of c are tentatively advanced for large drainage areas:

For impervious areas.......................... $c = 0.5$
For mountainous areas......................... $c = 5.$
For low rolling country....................... $c = 20.0$
For flat country (ordinary soil)............... $c = 50.$
For sandy regions............................. $c = 250.$

These values of c, intended to apply to conditions as they ordinarily obtain in temperate climates, may be found to be too large, giving maximum run-off rates which are too small in localities where the ground may be frozen, or water-logged, or where the maximum run-off rate occurs when rain falls on snow.

In Table 6 some values of the run-off coefficient, a, for various values of c, are given.

TABLE 6.—Values of the Run-Off Coefficient.

Based on: $a = \frac{60}{60 + c\sqrt[3]{t}}$

Time in, minutes.	Impervious areas. $c = 0.5$.	Mountain areas * $c = 5$.	Rolling country,* $c = 20$.	Flat country, $c = 50$.	Sandy regions, $c = 250$
1	0.99	0.92	0.75	0.55	0.19
8	0.98	0.86	0.60	0.37	0.107
27	0.98	0.80	0.50	0.29	0.074
64	0.97	0.75	0.43	0.23	0.057
125	0.96	0.71	0.37	0.19	0.046
216	0.95	0.66	0.33	0.17	0.039
343	0.94	0.63	0.30	0.15	0.033
512	0.94	0.60	0.27	0.13	0.029
729	0.93	0.57	0.25	0.118	0.026
1 000	0.92	0.55	0.23	0.107	0.023
1 331	0.91	0.52	0.21	0.098	0.021
1 728	0.91	0.50	0.20	0.091	0.019
2 197	0.90	0.48	0.19	0.084	0.018
2 744	0.90	0.46	0.18	0.079	0.017
3 375	0.89	0.44	0.17	0.074	0.016
8 000	0.86	0.37	0.13	0.057	0.012
15 625	0.83	0.32	0.11	0.046	0.010
27 000	0.80	0.29	0.091	0.038	0.008

*Mountain areas are assumed to have considerable rock surface, or rock thinly covered with soil, and rolling country some parts that are considerably less pervious than ordinary soil.

By inserting in Equations (23) to (26), the value of *a*, Equation (29), and using round numbers, the formulas for maximum run-off are as follows:

$$d'_m = \frac{25\,000\, I}{60 + c\, t^{0.33}} \text{ sec-ft. per sq. mile} \quad \text{(30)}$$

or,

$$d'_m = \frac{190\,000\, R}{60\, t^{0.5} + c\, t^{0.83}} \text{ sec-ft. per sq. mile} \quad \text{(31)}$$

and,

$$D_m = \frac{25\,000\, M\, I}{60 + c\, t^{0.33}} \text{ sec-ft.} \quad \text{(32)}$$

or,

$$D_m = \frac{190\,000\, M\, R}{60\, t^{0.5} + c\, t^{0.83}} \text{ sec-ft.} \quad \text{(33)}$$

The use of the formula is made convenient by Table 7 and by a diagram, Plate V. In both Table 7 and Plate V, the value of the factor is shown which, when multiplied by the maximum rainfall in 1 hour, R, expressed in inches, will give the maximum run-off rate, in second-feet per square mile.

The value of t is determinable, as has been explained, from the topographic features of the water-shed and the character of the storm-water conduits. The value of c will be adopted from known characteristics of the ground surface, with special regard to perviousness.

The formula is based on the assumption that $I = \frac{C}{\sqrt{t}}$ (Equation (1)). The appearance of I in the formula is not necessary when R appears therein.

It will be seen by inspection of Plate V, that straight lines substituted for the curves there shown would afford a fairly good approximation to the values given by the formula. A coefficient, which may be called C'', and the exponent of t, will then be subject to selection according to the surface characteristics of the water-shed. The approximation formula for maximum run-off, in second-feet per square mile, may then be written:

$$d'_m = \frac{C''\, R}{t^x} \text{ sec-ft. per sq. mile} \quad \text{(34)}$$

where,

$C'' = 3\,500$ and $x = 0.5$ for impervious areas;
$C'' = 3\,300$ and $x = 0.6$ for mountainous areas;
$C'' = 3\,000$ and $x = 0.7$ for rolling country;
$C'' = 2\,100$ and $x = 0.75$ for flat country; and
$C'' = 600$ and $x = 0.8$ for sandy regions.

Whenever large areas are under consideration, that is, when maximum stream or river flow, as distinguished from the storm-water flow of urban conduits, is to be determined, the value of R should be estimated from the maximum rainfall in periods of 24 hours or more, rather than from the maximum rainfall in shorter periods.

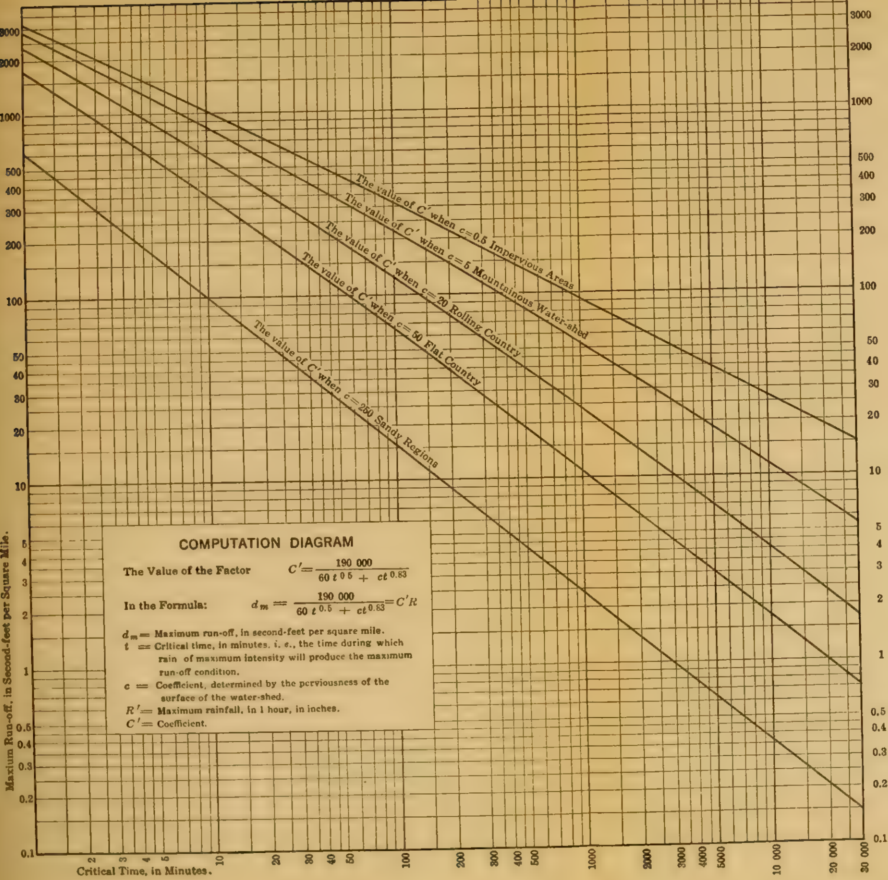
The value of C′ when c=0.5 Impervious Areas
The value of C′ when c=5 Mountainous Water-shed
The value of C′ when c=20 Rolling Country
The value of C′ when c=50 Flat Country
The value of C′ when c=250 Sandy Regions
COMPUTATION DIAGRAM
The Value of the Factor $C' = \frac{190\ 000}{60\,t^{0.5} + c\,t^{0.83}}$
In the Formula: $d_m = \frac{190\ 000}{60\,t^{0.5} + c\,t^{0.83}} = C'R$
d_m = Maximum run-off, in second-feet per square mile.
t = Critical time, in minutes, *i. e.*, the time during which rain of maximum intensity will produce the maximum run-off condition.
c = Coefficient, determined by the perviousness of the surface of the water-shed.
R' = Maximum rainfall, in 1 hour, in inches.
C' = Coefficient.
Maxium Run-off, in Second-feet per Square Mile.
Critical Time, in Minutes.

TABLE 7.—THE VALUE OF THE FACTOR, $C' = \frac{190\ 000}{60\ t^{0.5} + c\ t^{0.83}}$, FOR VARIOUS VALUES OF t AND c, IN THE FORMULA, $d'_m = \frac{190\ 000\ R}{60\ t^{0.5} + c\ t^{0.83}} = C'\ R$.

Critical time, t, in minutes.	$c = 0.5$, impervious area, in second-feet.	$c = 5$, mountains, in second-feet.	$c = 20$, rolling country, in second-feet.	$c = 50$, flat country, in second-feet.	$c = 250$, sandy regions, in second-feet.
1	3 140	2 920.0	2 380.00	1 730.00	610.00
8	1 100	960.0	671.00	425.00	120.00
27	595	488.0	304.00	174.00	45.00
64	383	297.0	170.00	91.00	20.50
125	272	199.0	106.00	55.00	12.10
216	205	144.0	72.00	36.00	7.80
343	161	108.0	51.00	25.00	5.70
512	131	84.0	38.00	18.20	4.10
729	109	67.0	29.00	13.80	2.90
1 000	92	55.0	23.00	10.70	2.30
1 331	79	45.0	18.70	8.60	1.86
1 728	69	38.0	15.20	6.90	1.49
2 197	61	32.0	12.70	5.70	1.22
2 744	54	28.0	10.70	4.80	1.02
3 375	48	24.0	9.10	4.00	0.86
8 000	30	13.3	4.60	2.00	0.42
15 625	21	8.2	2.70	1.16	0.24
27 000	15	5.5	1.75	0.74	0.15

NOTE.—To find the maximum run-off per square mile in second-feet multiply the figures in Table 7, by the value of R, that is, the maximum rainfall in 1 hour expressed in inches.

To show the effect of area on the maximum stream flow or maximum rate of run-off, areas of similar outline and similar topographical features and subject to the same meteorological conditions may be compared with each other.

Because areas of various extent, but similar in topography and outline, will have values of t fairly proportional to the square root of the surface area, it may be assumed for such areas that,

$$t = K \sqrt{M} \qquad (35)$$

in which K is a coefficient that can be determined for any set of water-sheds complying with the condition of similarity.

Let it now be assumed that for a number of mountain water-sheds of similar characteristics, a value of $K = 20$ has been ascertained. This will make for this special case:

$$t'' = 20 \sqrt{M}$$

and from Equation (23),

$$d''_m = \frac{715\ a\ R}{(M)^{\frac{1}{4}}}$$

Mountainous regions being under consideration, there will be:

$$a = \frac{60}{60 + 5 \sqrt[3]{t}}$$

Therefore, inserting the value of t'',

$$a = \frac{60}{60 + 14\ M^{0.17}}$$

for the special case only.

The following values, Table 8, result for this special case when water-sheds range in area from 10 to 10 000 sq. miles.

TABLE 8.—RELATIVE MAXIMUM STREAM FLOW FROM SIMILAR MOUNTAIN WATER-SHEDS OF VARIOUS EXTENT.

In this Table, R Represents Maximum Rainfall in One Hour.
(Special Case, only, $K = 20$)

Area, in square miles.	Critical time, in minutes.	Maximum flow, in second feet per square mile.	Total maximum flow, in second-feet.
10	63	302 R	3 000 R
20	89	250 R	4 880 R
50	142	188 R	9 440 R
100	200	149 R	14 700 R
200	283	122 R	24 400 R
300	346	108 R	32 400 R
400	400	99 R	39 600 R
500	450	92 R	46 000 R
1 000	630	75 R	74 000 R
5 000	1 410	44 R	220 000 R
10 000	2 000	34 R	340 000 R

The values in Table 8 show that in all mountainous regions exposed to the same rainfall conditions, the rate of maximum run-off, as determined by the formula, is about nine times greater per square mile from a water-shed having an area of 10 sq. miles and about four to five times greater from 100 sq. miles than from a water-shed having an area of 10 000 sq. miles. In the light of the stream-flow information obtainable from records of the U. S. Geological Survey, and other sources, and the conclusions reached in this matter by other investigators (Fig. 9), this relation appears to be quite reasonable. When account is taken of the fact that the value of R, that is, the maximum rainfall in 1 hour, may be much larger for those spots within the larger area at which the rain storms break with greatest severity, it will be readily seen that the disparities between the maximum run-off rate from the small area and that from the large area, as noted, which are predicated on the same value of R throughout the small area as throughout the larger area, may be considerably exceeded.

Other formulas for the approximation of maximum run-off under extreme conditions of rainfall are numerous. Most of these are intended to serve in restricted territory, throughout which a similarity of rainfall conditions permits the use of run-off coefficients which are practically independent of the variations in the intensity of rainfall. Of this type, are the formulas suggested by the late Mr. Kuichling* for the New England and North Atlantic States; the Metcalf and Eddy formula;† the formula used by W. E. Fuller,‡ M. Am. Soc. C. E., and many others. Such formulas will naturally be used with some hesitation until they are supplemented with suitable correction factors to adapt them to meteorological conditions which depart materially

* "Report on the Barge Canal of New York," 1901, Part 14 of the "Report on Water Supply," by Emil Kuichling, p. 844.

† "American Sewerage Practice," by Metcalf and Eddy, p. 251.

‡ *Transactions*, Am. Soc. C. E., Vol. LXXVII (1914), p. 564.

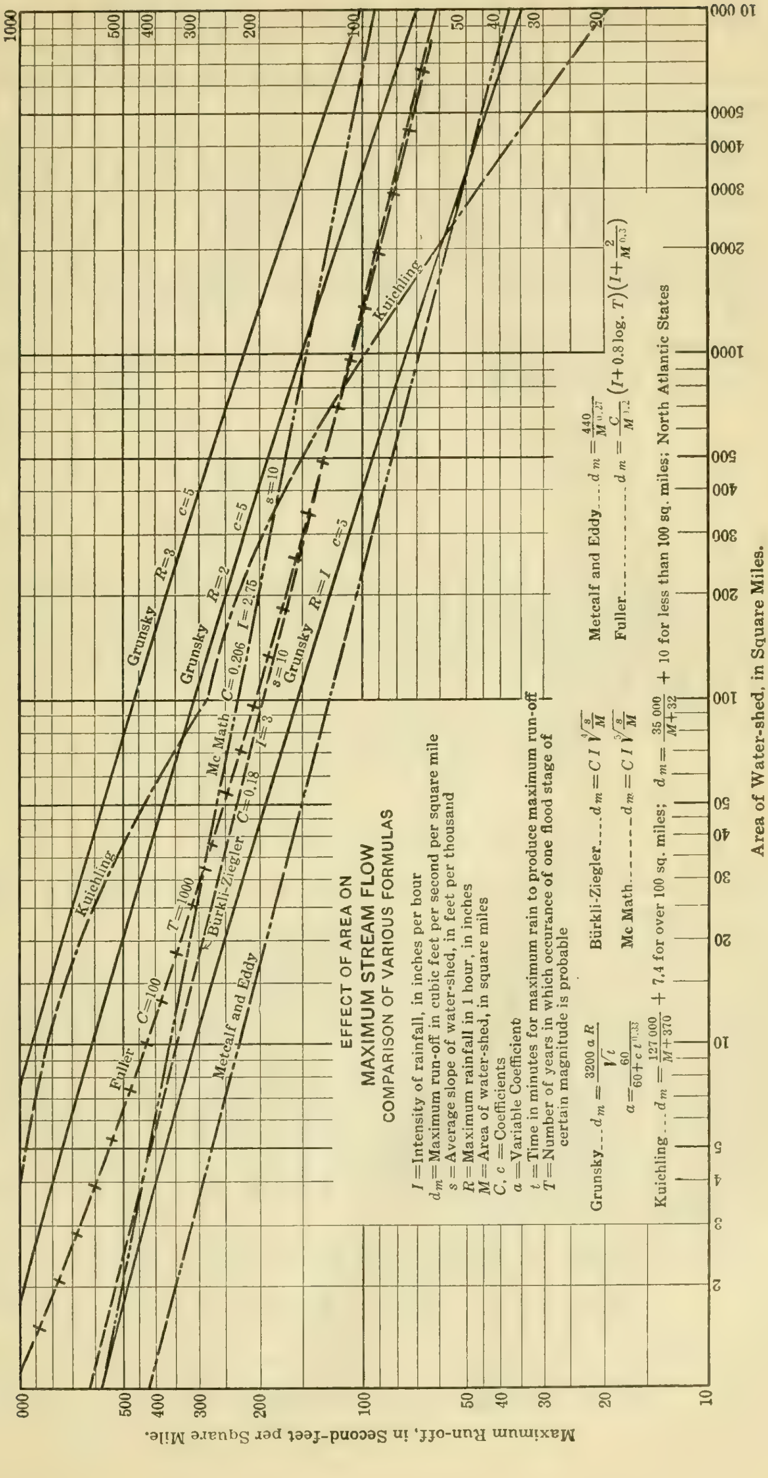
EFFECT OF AREA ON
MAXIMUM STREAM FLOW
COMPARISON OF VARIOUS FORMULAS
I = Intensity of rainfall, in inches per hour
d_m = Maximum run-off in cubic feet per second per square mile
s = Average slope of water-shed, in feet per thousand
R = Maximum rainfall in 1 hour, in inches
M = Area of water-shed, in square miles
C, c = Coefficients
a = Variable Coefficient
t = Time in minutes for maximum rain to produce maximum run-off
T = Number of years in which occurance of one flood stage of certain magnitude is probable
Grunsky . . . $d_m = \frac{3200\ a\ R}{\sqrt{t}}$
$a = \frac{60}{60 + c\ t^{0.33}}$
Bürkli-Ziegler . . . . $d_m = C\ I\ \sqrt[4]{\frac{s}{M}}$
Mc Math . . . . . . $d_m = C\ I\ \sqrt[5]{\frac{s}{M}}$
Metcalf and Eddy . . . . $d_m = \frac{440}{M^{0.27}}$
Fuller . . . . $d_m = \frac{C}{M^{0.2}}\left(I + 0.8 \log. T\right)\left(I + \frac{2}{M^{0.3}}\right)$
Kuichling . . . $d_m = \frac{127\ 000}{M + 370} + 7.4$ for over 100 sq. miles; $d_m = \frac{35\ 000}{M + 32} + 10$ for less than 100 sq. miles; North Atlantic States
Kuichling
Fuller
C=100
T=1000
Bürkli-Ziegler
C=0.18
Mc Math
C=0.206
I=2.75
I=3
s=10
Metcalf and Eddy
Grunsky
R=3
c=5
R=2
R=1
Maximum Run-off, in Second-feet per Square Mile.
Area of Water-shed, in Square Miles.

FIG. 9.

from those which obtain in the regions to which they are intended to apply. All such formulas, nevertheless, indicate in a more or less definite manner the conclusions of various investigators relative to the effect of topography and area on maximum stream flow.

The better type of formula is that in which the maximum stream flow is made a function of the intensity of rainfall as well as the area and topography and the soil or surface conditions of the water-shed. Most of these formulas contain a factor based on the precipitation conditions which will produce maximum run-off. Unfortunately, however, it is not always clear how this factor shall be determined. For comparison, the following formulas are briefly discussed:

A.—Formulas for Maximum Run-Off in Which the Intensity of Rainfall is a Factor.—The Bürkli-Ziegler formula:

$$D_m = C\,I\,M \sqrt[4]{\frac{S}{M}} \text{ sec-ft.} \qquad (36)$$

and,

$$d_m = C\,I \sqrt[4]{\frac{S}{M}} \text{ sec-ft. per sq. mile} \qquad (37)$$

In this formula, I stands for the maximum intensity of rainfall in some definite time-period, preferably 1 hour. If some other time-period is selected, the effect will be to alter the coefficient, but not the ultimate result.

The McMath formula:

$$D_m = C\,I\,M \sqrt[5]{\frac{S}{M}} \text{ sec-ft.} \qquad (38)$$

and

$$d_m = C\,I \sqrt[5]{\frac{S}{M}} \text{ sec-ft. per sq. mile} \qquad (39)$$

In this formula, too, I stands for the maximum intensity of rainfall in some definite time-period.

In this formula, and also in the Bürkli-Ziegler formula, the effect of the duration of the critical time-period, which lengthens as area increases, on the average rate of rainfall, and, therefore, on the rate of run-off, is not apparent as the factor, t, does not appear therein. Because this factor has been assumed to bear some more or less definite relation to the area and also to the slope of the water-shed, and as both area and slope appear in the formulas, the possibility that the formulas fairly approximate the most probable law of the variation of maximum run-off rate with area is not excluded.

B.—Formulas in Which Intensity of Rainfall Does not Appear as a Factor.—The Kuichling formulas:

(*a*) For drainage basins more than 100 sq. miles in area:

$$D_m = M\left(\frac{127\,000}{M + 370} + 7.4\right) \text{ sec-ft.} \qquad (40)$$

and,

$$d'_m = \frac{127\,000}{M + 370} + 7.4 \text{ sec-ft. per sq. mile} \qquad (41)$$

(*b*) For drainage basins less than 100 sq. miles in area:

$$D_m = M \left(\frac{35\ 000}{M + 32} + 10 \right) \text{ sec-ft.} \qquad (42)$$

and,

$$d'_m = \frac{35\ 000}{M + 32} + 10 \text{ sec-ft. per sq. mile} \qquad (43)$$

These formulas are intended to apply to hilly or mountainous regions and to meteorological conditions corresponding to those of the New England and the North Atlantic States. They are not applicable in regions in which rainfall conditions depart materially from those taken into consideration in shaping the formulas.

The Fuller formula:

$$D_m = C\, M^{0.8} \left(1 + 0.8 \log T'\right) \left(1 + \frac{2}{M^{0.3}}\right) \text{ sec-ft.} \qquad (44)$$

and,

$$d'_m = \frac{C}{M^{0.2}} \left(1 + 0.8 \log T'\right) \left(1 + \frac{2}{M^{0.3}}\right) \text{ sec-ft. per sq. mile} \qquad (45)$$

In this formula, T' represents the number of years in which one storm of the intensity which is to be taken into account is probable. This formula, as in the case of all formulas in which the intensity of rainfall does not appear as a factor, has been deduced from run-off data without any attempt to interconnect rainfall intensity and rate of run-off.

The Metcalf and Eddy formula:

$$D_m = 440\ M^{0.73} \text{ sec-ft.} \qquad (46)$$

and,

$$d'_m = \frac{440}{M^{0.27}} \text{ sec-ft. per sq. mile} \qquad (47)$$

This formula was suggested for a Kentucky region and should not be regarded as applicable elsewhere unless topographical and meteorological conditions are similar.

In Fig. 9, there is given in diagrammatic form a comparison of a few formulas to show the conclusions of various investigators as to the effect of area on the maximum rate of run-off. In preparing the diagram, the assumption was made that the rainfall conditions on which each curve is based are the same for all areas, although they were not assumed to be the same for all the curves.

The application of the maximum stream-flow formula can best be made clear by a few examples:

1.—What is the maximum discharge of a river draining a mountain watershed, 1 900 sq. miles in area throughout, on which the maximum rainfall in 24 hours is 8 in. and for which the critical time, $t = 720$ min.? (See Equation (25)).

In this case,

$$a = \frac{60}{60 + 5\sqrt[3]{720}} = 0.57$$

from Equation (3),

$$C = \frac{8}{24}\sqrt{1\,440} = 12.7$$

from Equation (1),

$$I = \frac{12.7}{\sqrt{720}} = 0.47$$

from Equation (25),

$$D_m = 413 \times 0.57 \times 0.47 \times 1\,900 = 210\ 000 \text{ sec-ft.}$$

The conditions suggested in this example are comparable with those which prevail on the American River, above Folsom, Cal., which, from a water-shed of 1 900 sq. miles, at that point, has probably at its highest known stage discharged as much as 200 000 sec-ft. (1861-62).

2.—What is the maximum discharge of a river draining a water-shed three-fourths of which is mountainous and one-fourth rolling or foot-hill land, 9 000 sq. miles in area, in which the maximum rainfall in 2 days is 6 in. and for which $t = 1\,800$ min.?

In this example, the value of a will lie between the value determined for a mountainous area and that for a rolling country:

$$a = \tfrac{3}{4}\left(\frac{60}{60 + 5\sqrt[3]{1\,800}}\right) + \tfrac{1}{4}\left(\frac{60}{60 + 20\sqrt[3]{1\,800}}\right) = 0.42$$

From Equation (3),

$$C = \frac{6}{48}\sqrt{2\,880} = 6.7$$

from Equation (1),

$$I = \frac{6.7}{\sqrt{1\,800}} = 0.158$$

from Equation (25),

$$D_m = 413 \times 0.42 \times 0.158 \times 9\,000 = 247\ 000 \text{ sec-ft.}$$

The conditions suggested in this example are comparable with those which prevail in the water-shed of the Sacramento River above Red Bluff, where the maximum recorded discharge from a drainage basin of 9 300 sq. miles has been about 254 000 sec-ft.

There is no need of extending illustrations to still larger water-sheds, because dependable basic data are not available and because the values of the constants and coefficients here introduced are only tentative. Enough has been said, however, to show that the type of the formula is reasonable. It will be found particularly helpful when from the known conditions of the flow from one water-shed, the maximum rate of run-off or stream flow from another with

similar meteorological and rainfall conditions, is to be estimated. It will also be useful in estimating maximum rates of run-off due to rains of extreme intensity when the maximum rates due to rains of less intensity have been ascertained by stream gauging.

When large portions of a water-shed are lake or reservoir surface, especial consideration may have to be given to the retarding effect of storage in the lakes or reservoirs. The retention of water in storage basins reduces the maximum rate of outflow therefrom and, therefore, reduces the peak of the discharge curve for points below the reservoir. Recourse may be necessary to the mass curve in order to determine this effect.*

Evaporation from Water Surface as Affecting Run-Off.

Whenever any considerable proportion of a water-shed is water surface, as when it embraces lakes of considerable extent, it will become necessary to give the water production due to a known quantity of rain especial study. The depletion of the water bodies or the accession of water which they have received from the beginning of one climatic year to the beginning of the next must be taken into account. This may involve a study of the loss of water by evaporation. When the rainfall is light, this loss of water from a lake by evaporation frequently exceeds the accession resulting from rain falling directly on the water. The water production of the lake area under such circumstances is negative. In computing the evaporation from the surface of a lake or reservoir, the following simple relation between mean monthly temperature and the probable average rate at which water is lost by evaporation throughout the month will be found to be helpful. This relation between the mean monthly temperature of the atmosphere and the rate of evaporation is shown in Table 9.

TABLE 9.—Evaporation from Open Water Surface.†

(Based on a Revised Curve.)

Mean monthly temperature, in degrees Fahrenheit.	Rate of evaporation, in feet per day.	Evaporation per Month:		
		In 28 days. Inches.	In 30 days. Inches.	In 31 days. Inches.
25	0.0015	0.50	0.54	0.56
30	0.0019	0.64	0.68	0.71
35	0.0025	0.84	0.90	0.93
40	0.0033	1.12	1.19	1.23
45	0.0043	1.48	1.55	1.60
50	0.0056	1.88	2.02	2.06
55	0.0073	2.45	2.63	2.71
60	0.0095	3.19	3.42	3.53
65	0.0121	4.06	4.32	4.50
70	0.0151	5.07	5.44	5.62
75	0.0186	6.25	6.70	6.92
80	0.0223	7.50	8.04	8.30
85	0.0260	8.74	9.37	9.68
90	0.0300	10.08	10.80	11.16

It seems to be fairly well established that evaporation increases somewhat with elevation above sea level. In the absence of any conclusive data relating

* *Transactions*, Am. Soc. C. E., Vol. LXI (1908), p. 335.

† *Transactions*, Am. Soc. C. E., Vol. LXXX (1916), p. 1968.

to the rate of this increase, the following formula is suggested for use until something better is offered:

$$E = E' + 0.0012 \sqrt{FH} \dots\dots\dots\dots\dots\dots\dots (47)$$

In this formula, E is the monthly evaporation, in inches, at the place for which evaporation is to be determined, when the altitude of the place is H ft. above sea level; and E' is the monthly evaporation at sea level given in Table 9, which would obtain at the mean monthly temperature of F degrees, noted for any month at the place at which evaporation is to be estimated.

It must not be expected that for any single month evaporation will always be indicated correctly by the evaporation curve. Owing to the great variation in conditions of wind, humidity, sunshine, and the daily range of temperature, there may be wide departures from the monthly evaporation rate which the curve indicates as the probable rate. For 12 months, the probable error is much less than for any single month. The curve is intended for use when the annual evaporation is to be determined.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

DISCUSSION ON TENTATIVE SPECIFICATIONS FOR CONCRETE AND REINFORCED CONCRETE

SUBMITTED AS A PROGRESS REPORT OF THE JOINT COMMITTEE ON STANDARD SPECIFICATIONS FOR CONCRETE AND REINFORCED CONCRETE

BY W. A. SLATER, ASSOC. M. AM. SOC. C. E.

W. A. SLATER,* ASSOC. M. AM. SOC. C. E. (by letter).†—As Chairman of the representatives of the Society on the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete, the writer wishes to state that the Progress Report of the Joint Committee was published‡ with the provision in mind that there are certain parts of it with which the representatives of the Society individually do not agree. It appeared to be the general opinion, however, that better progress would be made by submitting the report for discussion rather than delay publication in an endeavor to bring all the members of the Joint Committee to complete agreement. It is expected that unpublished data which afford the basis for certain provisions of the specifications will be published as separate papers by individuals in the *Proceedings* and *Transactions* of the technical societies, or other technical papers, as rapidly as possible.

It is the writer's aim in the following statement to indicate the basis for some of the essential features of the proposed flat-slab specifications§ included in Sections 145 to 162, of the Progress Report of the Joint Committee (herein termed the Progress Report), and the manner in which available data justify these specifications. The statement is limited to discussion of the basis for the proposed (1) moment coefficients for design: (2) formulas for slab thickness; and (3) formulas for compressive stress.

* Washington, D. C.

† Received by the Acting Secretary July 27th, 1921.

‡ *Proceedings*, Am. Soc. C. E., August, 1921, p. 59.

§ *Proceedings*, Am. Soc. C. E., August, 1921, p. 97.

A comparison of the Final Report* of July 1st, 1916, by the Joint Committee on Concrete and Reinforced Concrete (herein termed the J. C. 1916 report), with the results of analysis on one hand and the results of tests on the other, indicates that in most essentials that report represents substantially the conclusions which must be reached after a study of whatever information has been accumulated on the subject of flat slabs.

The J. C. 1916 report, therefore, has been made the basis of the present specifications, but with some departures which are important enough to have the reasons therefor indicated.

Moment Coefficients.—The former Joint Committee recognized that the sum of the positive and negative moments in the direction of each side of the panel was approximately:

$$M_0 = \frac{1}{8} W l \left(1 - \frac{2}{3} \frac{c}{l}\right)^2 \qquad \text{(51)†}$$

but believed that the results of tests warranted the use of a total moment for design approximately 15% less than that value. Since the J. C. 1916 report was made, an analysis by Mr. H. M. Westergaard‡ confirms the correctness of Equation (51) and indicates in considerable detail how the moments are distributed in various parts of the slab.

In the same investigation a study of the available data of tests of flat slabs has been made, in which there was developed an approximate method of evaluating the amount of tensile stress carried by the concrete. When the moment of the tensile stresses in the concrete is added to the moment of the tensile stress observed in the reinforcement, the total moment is found to approach the value determined analytically as the sum of the positive and negative moments, as given in Equation (51).

However, the study indicates that, as a mean value, the factor of safety for the tests referred to is sufficient to warrant reducing the moment for which the reinforcement must be designed to about 28% less than the moment determined analytically, that is, to Formula 37§ of the Progress Report, as follows:

$$M_0 = 0.09\, W l \left(1 - \frac{2}{3} \frac{c}{l}\right)^2$$

On account of the fact that very few tests of flat slabs have been carried far enough to cause failure, it was necessary, for the purposes of the investigation referred to, to use estimated values of the factor of safety based on an analogy between the hehavior of beams and the behavior of slabs. That the estimated values of the factor of safety are conservative is evidenced by the fact that the highest values given are for the structures in which the test was carried to destruction, or nearly so. Further confidence in the conclusion arrived at in this manner is added by the fact that, in a recent test of a slab supported on girders on the four edges, the reserve strength which was

* *Transactions*, Am. Soc. C. E., Vol. LXXXI (1917), p. 1101.

† For notation see *Proceedings*, Am. Soc. C. E., August, 1921, p. 97.

‡ "Moments and Stresses in Slabs", by H. M. Westergaard and W. A. Slater, Assoc. M. Am. Soc. C. E., *Proceedings*, Am. Concrete Inst., Vol. XVII (1921).

§ *Proceedings*, Am. Soc. C. E., August, 1921, p. 97.

developed after the yield point of the steel had been passed, was much greater than that of reinforced concrete beams tested in the laboratories.

In judging of the propriety of such a moment coefficient as that proposed, it seems proper to consider the fact that the Building Department of Chicago, Ill., specifies a coefficient which is 2% greater for two-way and 4% less for four-way slabs than the one here proposed. The municipal authorities of Chicago have generally taken a conservative attitude on the flat-slab question and have proceeded with flat-slab regulations only on the basis of tests made for the purpose of furnishing data which would serve as a guide in the preparation of flat-slab regulations. The fact that the ruling has been renewed at various times without increase of the coefficient is an indication that it has not been found to be too liberal in its provisions.

Slab Thickness.—An important feature of the formula for slab thickness is the fact that it gives thicker slabs than would be obtained by using the moment coefficient given Section 146* of the Progress Report in conjunction with the specified working stress in compression and with the usual method of computing compression. This extra thickness is provided in order to keep down the compressive stress, although it is recognized that in most flexural members the factor of safety against compression failure in the concrete is much greater than the factor of safety in tension. This may be as true of flat slabs as of simple beams, since the percentage of reinforcement is usually low in flat slabs; but there are other factors which indicate the desirability of keeping the compressive stresses as low as provided by Formula 38† of the Progress Report, namely:

(1) The tensile stresses in the steel would be relieved because of the tensile stresses resisted by the concrete, but the compressive stresses in the concrete would be very little affected thereby. Allowance of some kind should be made for this fact.

(2) It has been brought out in many cases that there is a progressive yielding of the concrete‡ under constant load, which results in a progressive deflection, and in fixing specifications it seems desirable to consider the necessity of avoiding excessive deflection as well as of securing a sufficient factor of safety against actual failure. Although tests have given indications as to strength, they have not shown the conditions under which excessive deflection is likely to occur.

(3) Although for convenience in design, computations of compressive stress are made as though the stress due to the critical moment per unit width in the column strip is the same at all points in the width of the strip, it is recognized that this assumption is incorrect. "Observations and tests indicate that the maximum stress in the column head section (here the column strip) may be

* *Proceedings*, Am. Soc. C. E., August, 1921, p. 97.

† *Proceedings*, Am. Soc. C. E., August, 1921, p. 98.

‡ A. R. Lord, "Extensometer Measurements in a Reinforced Concrete Building Over a Period of One Year", *Proceedings*, Am. Concrete Inst., Vol. XIII (1917), p. 45; F. R. McMillan, M. Am. Soc. C. E., "Shrinkage and Time Effects in Reinforced Concrete", Studies in Engineering, Univ. of Minnesota, No. 3 (1915); *Journal*, Engrs.' Club of St. Louis, Vol. I, No. 3; *Engineering News*, March 11th, 1915; E. B. Smith, "Flow of Concrete under Sustained Loads", *Proceedings*, Am. Concrete Inst., Vol. XII, p. 317 (1916), and Vol. XIII, p. 99 (1917); A. H. Fuller, M. Am. Soc. C. E., and C. C. More, Assoc. M. Am. Soc. C. E., "Time Tests of Concrete", *Proceedings*, Am. Concrete Inst., Vol. XII, p. 302 (1916).

expected to be 25% more than the average stress in the column head section, or even higher".* The analysis by Mr. Westergaard† indicates that in a homogeneous slab without dropped panel, the maximum negative moment per unit width at the end of the column strip is approximately 80% greater than the average moment per unit width on the same section when $\frac{c}{l} = 0.225$, and that the relation of maximum to average is approximately:

$$r = 2.875 \left(1 - 1\frac{2}{3}\,\frac{c}{l}\right) \ldots\ldots\ldots\ldots\ldots\ldots (52)$$

where r = ratio of maximum to average moment per unit width.

For the reasons here stated, Formula 38, Section 148,‡ of the Progress Report, has been proposed, which gives a greater slab thickness than would result from the use of the moment requirements of Section 146 of the same report and the ordinary methods of computing the compressive stress.

The J. C. 1916 report provides for a greater difference between the negative moment in the column strip for slabs with dropped panels and that for slabs without dropped panels than the analysis by Mr. Westergaard§ seems to indicate as necessary. Accordingly, the proposed specifications require thicknesses which are more nearly the same for slabs with and slabs without dropped panels than those provided for by the J. C. 1916 report. This is brought out in Fig. 19, in which is given the coefficient of $l\sqrt{w'}$ in the slab thickness formulas required by (1) the former Joint Committee, (2) the present Progress Report, and (3) the Chicago Building Department. The latter is taken from a ruling dated March 1st, 1918.

The values of R used for Formula 38, of the Progress Report, in Fig. 19, are those recommended in Table 3.‖ The tolerances permitted are not shown. The values of $\frac{l_1}{b_1}$ are taken as 2.5 and 2.0, respectively, for the slabs with and for those without dropped panels. This is according to the requirements of the J. C. 1916 report.

It will be seen that for slabs with four-way reinforcement and with dropped panels, the thickness required by Formula 38 of the Progress Report, is the same as that required by the J. C. 1916 report, namely:

$$t = 0.03\, l \sqrt{w'} + 1\tfrac{1}{2} \ldots\ldots\ldots\ldots\ldots\ldots (53)$$

when $\frac{c}{l}$ is 0.225, which is a common value in practice. For larger capitals, thinner slabs are permitted by the Progress Report, while for smaller capitals considerably thicker slabs are required. It is believed that this greater thickness is sufficient to prevent the use of extremely small capitals in most cases. There are, however, some cases in which small capitals are required regard-

* A. N. Talbot, Past-President, Am. Soc. C. E., *Proceedings*, Am. Concrete Inst., Vol. XIII, p. 406 (1917).

† "Moments and Stresses in Slabs", *Proceedings*, Am. Concrete Inst., Vol. XVII, p. 443 (1921).

‡ *Proceedings*, Am. Soc. C. E., August, 1921, p. 98.

§ *Proceedings*, Am. Concrete Inst., Vol. XVII (1921).

‖ *Proceedings*, Am. Soc. C. E., August, 1921, p. 98.

less of the cost, and for these cases the introduction of the term, $\frac{c}{l}$, into Formula 38 of the Progress Report provides a safeguard against excessive concentration of compressive stresses within the width of the column capital.

It is realized that the thickness (Formula 38) appears to be formidable, but it should be recognized that this is more than a lower limit formula. When the requirements of Formula 38 are met, one can feel reasonably certain that the requirements for compression are met economically as far as compliance with the specifications are concerned. With the requirements of the Chicago Building Department and the J. C. 1916 report, it is still necessary, after the thickness formulas are complied with, to design the slab for tension and com-

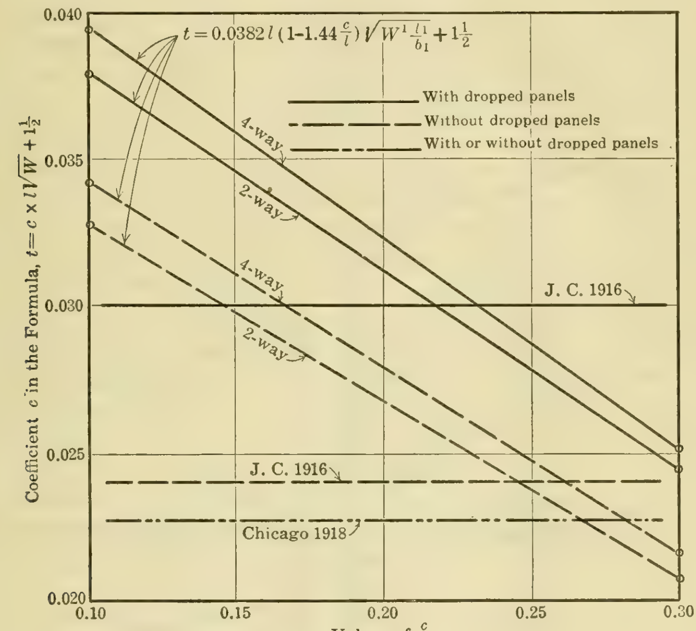

FIG. 19.

pression requirements. With this fact in mind, it does not seem that Formula 38 adds to the burden in designing.

Compressive Stresses.—The computed compressive stresses due to the critical negative moment in the column strip are shown in Fig. 20. All the stresses shown are for slabs with dropped panels. For the slab thicknesses given by Formula 38 of the Progress Report, the compressive stresses will be the same, however, whether or not a dropped panel is present. This is so nearly true for the thicknesses and moment distributions recommended by the J. C. 1916 report, that the stresses computed for slabs with dropped panels suffice also for the consideration of slabs without dropped panels. The value of $\frac{l_1}{b_1}$ for Fig. 20 is 2.5 in all cases.

Although in Section 146 of the Progress Report, a considerable range in assumptions is permitted as to the proportion of the total moment, M_0, which is

to be resisted as negative moment in the column strip, the computed compressive stress is not affected, since the term, R, which represents that proportion is involved in the slab thickness, Formula 38, as well as in the negative moment in the column strip and cancels in computing the compressive stress. In order to give a closer approximation to the true stresses than those obtained by the use of the arbitrary coefficient, 0.09, in Equation (52), and the corresponding coefficient, 0.1067, from the J. C. 1916 report, Fig. 20 (a) shows the stresses

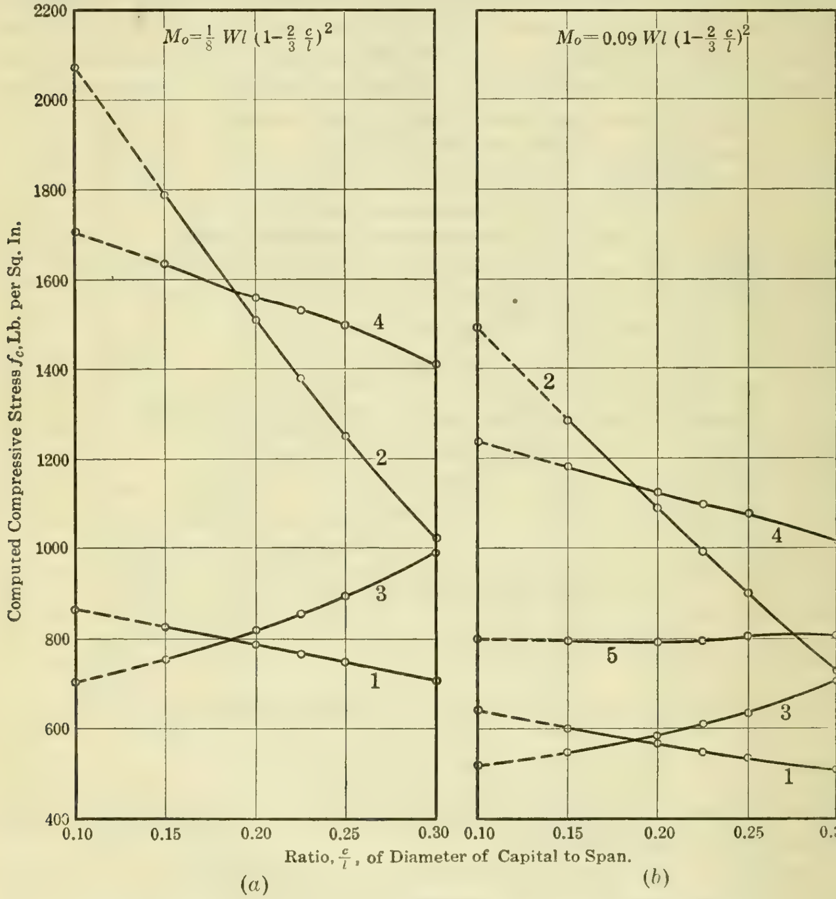

FIG. 20.

changed to the basis of the full moment, M_0, as given in Equation (51). The stresses given in Curve (1), Fig. 20 (a), are $\frac{0.125}{0.1067}$ times as great as would be obtained by using directly the recommendations of the J. C. 1916 report for slab thickness and compressive stress. The values in Curve (2), Fig. 20 (a), are $\frac{0.125}{0.09}$ times as great as would be obtained by using Formula 37 of the Progress Report, together with the equation:

$$f_c = \frac{2\ R\ M_0}{k\ j\ b_1\ d^2} \qquad (54)$$

for average compressive stress within the width of the dropped panel, in which b_1 is the width of the dropped panel.

For convenience of computation, with values of $p\,n$ between 0.04 and 0.24, $k\,j$ may, with very slight error, be stated as:

$$k\,j = 0.67\ \sqrt[3]{p\,n} \qquad (55)$$

The value of p necessary to keep the tensile stress at 16 000 lb. per sq. in., when Formulas 37 and 38 of the Progress Report are used, is given closely by the equation:

$$p = 0.0045 + 0.048 \left(\frac{c}{l}\right)^2 \qquad (56)$$

Equations (55) and (56) are of some importance since the values of p, k, and j cannot be determined from the usual relation between the tensile and the compressive stress. This is because the stresses are not the average stresses generally used. Values of k and j are given correctly by the ordinary formulas involving p and n.

The stresses given in Curves (2) and (4) of Fig. 20 (a) and (b) are intended to represent the maximum stresses, that is, those within the width of the column capital. They were obtained by multiplying the stresses shown in Curves (1) and (3) by the values of r obtained from Equation (52). That equation is not rigidly applicable since it was derived for slabs without column capitals and gives the ratio of the maximum moment per unit width to the average within the column strip. The use of it in these computations is equivalent to assuming that the distribution within the width of the dropped panel is similar to that within the width of the column strip when there is no dropped panel.

Curves (1) to (4) in Fig. 20 (b) are similar to those of Fig. 20 (a), except that in the latter M_0 is taken the same as in Formula 37 of the Progress Report, instead of Equation (51). Curve (5) gives the nominal stress computed by Formula 41* of the Progress Report:

$$f_c = \frac{3.5\,R\,M_0}{k\,j\,b_1\,d^2}\left(1 - 1.2\,\frac{c}{l}\right)$$

If the values of M_0 and d from Formulas 37 and 38 are substituted in Formula 41, the latter reduces to:

$$f_c = \frac{216}{k\,j}\left(\frac{1 - \dfrac{2}{3}\,\dfrac{c}{l}}{1 - 1.44\,\dfrac{c}{l}}\right)^2\left(1 - 1.2\,\frac{c}{l}\right) \qquad (57)$$

It is recognized that the stresses given by Curve (5) of Fig. 20 (b) are not the true stresses, but it is believed that they are more nearly equal to the true stresses than the average stresses usually computed in flat-slab design.

The constants in Formula 41 have been determined so that when that formula is used in computing compressive stresses in a slab of a thickness which has been generally found to be adequate, the same compressive stress is found for all values of $\frac{c}{l}$ and the same for flat slabs as the specifications allow

* *Proceedings*, Am. Soc. C. E., August, 1921, p. 101.

for other forms of structures. The same result could have been obtained by specifying different working stresses for flat slabs than for other structures and a different allowable compressive stress for each different size of column capital, but the method proposed was believed to be preferable. The original intention was that the stresses by this formula should be the same proportion of the maximum compressive stress, for all diameters of column capital. This intention is not fully realized since, with the slab thickness used, the maximum compressive stresses are not the same (for the reason indicated subsequently) for all sizes of column capital.

The aim in deriving a formula for thickness of slabs was to fix the constants in such a way that for all values of $\frac{c}{l}$ within the ordinary range of practice the maximum stress due to negative moment in the column strip (rather than the average) would be the same. The formula proposed meets this condition closely when the compressive stresses are computed, assuming $k\,j$ at a constant value, but when the $k\,j$ corresponding to the correct percentage of reinforcement is used, a larger variation in the maximum stress resulted than was anticipated. However, by comparing Curves (2) and (4), Fig. 20 (*a*), it will be seen that a marked evening up of the stresses has been effected by introducing the term $\left(1 - 1.44\,\frac{c}{l}\right)$ into the slab-thickness formula. Since the analysis underlying the distribution of moments involved in Formula 38 of the Progress Report was made for homogeneous slabs without column capitals, and since in order to apply it to slabs having column capitals, it was assumed that the proportionate moment distribution within the width of the dropped panel was the same as that within the entire column strip for slabs without dropped panels, it did not seem that there was sufficient certainty of increased accuracy to warrant a further modification of the slab-thickness formula. In fact, it seems quite possible that the greater yielding of the concrete where the stress is greatest would be sufficient to flatten out the curve of maximum compressive stress still more than it has been.

Requiring the stress by Formula 42* of the Progress Report to be not greater than 800 lb. per sq. in., is equivalent to requiring an average stress not greater than 740 lb. per sq. in. when computed with M_0 according to Equation (51). This may be shown in Equation (58), as follows:

$$f_c = \frac{2\,M}{k\,j\,b\,d^2} = \frac{2\,R\,M_0}{k\,j\,\frac{l_1}{2}\,d^2} \times \frac{0.125}{0.09} \times \frac{800}{740} = \frac{6\,R\,M_0}{k\,j\,l_1\,d^2} \qquad (58)$$

since, under these circumstances, M will be equal to $\frac{0.125}{0.09} \times \frac{800}{740}\,R\;M_0$, and b will be equal to $\frac{l_1}{2}$.

This requirement is rather more severe than that for compressive stresses due to negative moment, and although the compression, even by this formula is not likely in many instances to reach 800 lb. per sq. in., it is possible that it should be modified.

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* *Proceedings*, Am. Soc. C. E., August 1921, p. 101.

MEMOIRS OF DECEASED MEMBERS

NOTE.—Memoirs will be reproduced in the volumes of *Transactions*. Any information which will amplify the records as here printed, or correct any errors, should be forwarded to the Secretary prior to the final publication.

EDMUND TAYLOR PERKINS, M. Am. Soc. C. E.*

DIED MAY 21ST, 1921.

Edmund Taylor Perkins was born in Scottsville, Va., on September 8th, 1864. His father was Edmund Taylor Perkins, of Virginia, and his mother, Mary Addison, of Maryland. He was graduated from Union College, Schenectady, N. Y., in 1885, with degrees of C. E. and A. B., and received the degree of M. A., in 1888.

Mr. Perkins served with the U. S. Geological Survey from 1885 to 1902. Later, he was with the U. S. Reclamation Service (1902-1909) in charge of stream gauging and the determination of run-off factors in Colorado, and of the preliminary surveys and plans for the Yuma Irrigation Project in Arizona; he also served as General Inspector of the Chicago Transportation and Contracting Office.

In 1910, he established the present office of the Edmund T. Perkins Engineering Company, in Chicago, Ill. As a Consulting Engineer, Mr. Perkins specialized in land drainage, reclamation, and flood control. He was a colleague of the late Isham Randolph, M. Am. Soc. C. E., and with him served as a member of the Everglades Engineering Commission of the State of Florida. He was Engineer for the Green Bay Levee and Drainage District No. 2 of Lee County, Iowa; the South Quincy and Valley City Drainage Districts of Illinois; the Marion County Drainage District of Missouri; and also acted as Consulting Engineer for several large drainage districts of Arkansas.

He had just returned from a trip to South America where he had been engaged on an investigation and report of the resources of Colombia with a view to extensive development there, when he suffered a sudden attack of heart failure from which he died at his home in Chicago, Ill., on May 21st, 1921. He was buried at his boyhood home in Louisville, Ky. Mr. Perkins is survived by his wife, Louise Scribner Perkins, formerly of Washington, D. C., and two sisters.

He was an active and loyal worker in the engineering societies of which he was a member. He was President of the National Drainage Congress which he organized on December 8th, 1920; and a member of the Board of Directors and Past-President of the American Association of Engineers. He was also a member of the Western Society of Engineers, the Illinois Society of Engineers, and the Engineers' Clubs of New York City and Chicago.

Mr. Perkins was also active in the work of the Mississippi Valley Association and the Chicago Association of Commerce, and was a member of the University Club, Iroquois Club, and Glen View Club of Chicago, and the Chevy Chase Club of Maryland.

* Memoir prepared by L. K. Sherman, M. Am. Soc. C. E.

He was a man of genial disposition and won many friends. He believed that the engineer should take his part in the duties of citizenship and public affairs.

Mr. Perkins was elected a Member of the American Society of Civil Engineers on December 3d, 1902.

GEORGE STAPLES RICE, M. Am. Soc. C. E.*

Died December 7th, 1920.

George Staples Rice was born in Boston, Mass., on February 28th, 1849. He came of sterling New England stock, his ancestors having borne their part in constructing the history of New England in the old Colonial days. His father was Reuben Rice, a direct descendant of Edmund Rice, who emigrated from England to the United States in 1638, and was one of the early settlers of Marlborough, Mass. His mother, Harriet Tyler (Ketelle) Rice, also came of old English ancestry.

His early education was received in the public schools of Boston. Afterward, he entered Harvard University and was graduated in 1870, with the degree of S. B.

Even before his course at Harvard was finished, Mr. Rice began his public work. At that time, municipal engineering in the United States was just beginning. Previous to his last year at the University, Mr. Rice spent the summer in the service of the Engineering Department of the Boston Water-Works, assisting in the construction of the Chestnut Hill Reservoir. After his graduation from Harvard, he became Assistant Engineer of the Lowell, Mass., Water-Works, and, later, Assistant Division Engineer of the Boston Water-Works. From 1877 to 1880, he filled the position of Assistant Engineer and Principal Assistant Engineer in charge of the Boston Main Drainage Works, which was one of the most important sanitary engineering projects ever undertaken by the City of Boston.

At this time, the late James B. Francis and Alphonse Fteley, Past-Presidents, Am. Soc. C. E., and Joseph P. Davis, M. Am. Soc. C. E., all pioneer hydraulic engineers, were practising their profession in Boston, Mr. Davis having been City Engineer of Boston during this time. Hiram F. Mills, Hon. M. Am. Soc. C. E., also belonged to this group. Daily contact and association with such men was an inspiration to Mr. Rice, then a young engineer, and greatly influenced his whole professional career.

In 1880, however, the lure of the West became too strong for him, and he went to Arizona and Colorado where he was engaged in mining operations. This work occupied him for seven years, when the call came for him to return East.

His previous experience on the public works of Boston brought him the appointment, in 1887, of Deputy Chief Engineer of the Aqueduct Commission of New York City. Thus, he began his work for the city to which he was destined to give the greater part of his life's service.

* Memoir prepared by D. L. Turner, M. Am. Soc. C. E.

In 1891, Mr. Rice returned to his native city to become Chief Engineer of the Boston Transit Commission. He made a thorough investigation into the transit conditions of the city, and prepared a comprehensive report which was an important factor in the future development of the transit facilities of Boston. He remained in Boston until 1900. During this period (1891-1900), he was also engaged in the private practice of engineering with the late George E. Evans, M. Am. Soc. C. E., under the firm name of Rice and Evans. This firm designed and constructed the water-works of New Bedford, Mass.

While practising his profession in Boston, Mr. Rice received a call to aid his Alma Mater in developing its School of Engineering from which he had been graduated twenty years before, and to this call he gladly and loyally responded. For eight years (1892-1900), Mr. Rice served Harvard University as Instructor in Sanitary Engineering.

Meanwhile, his work for the Boston Transit Commission had attracted attention in New York City where improved transit facilities had become a vital necessity. William Barclay Parsons, M. Am. Soc. C. E., Chief Engineer of the Board of Rapid Transit Railroad Commissioners, appointed him Deputy Chief Engineer of the Commission, and he served with Mr. Parsons during the construction of the first subway for New York City. When Mr. Parsons resigned on December 31st, 1904, Mr. Rice succeeded him, first as Acting Chief, and then as Chief Engineer, of the Commission.

In 1910, shortly after the Public Service Commission succeeded to the work of the Rapid Transit Board, Mr. Rice became Engineer of Subway Construction, but he resigned this position the same year and went into private practice. Later, in 1914, when the work of constructing the Dual Subway System for New York was begun, he returned to the service of the City and became a Division Engineer in charge of the construction of a large part of the work, which position he held until his death on December 7th, 1920.

Mr. Rice served his native city, Boston, and his adopted city, New York, in a highly honorable and unselfish manner throughout thirty years of his professional career; in other words, he devoted nearly two-thirds of his professional life to the public service.

He was married in Yonkers, N. Y., on October 10th, 1889, to Rose Breuchaud, who with one son, Albert F. Rice, survives him.

His long and active life brought him many friends, to all of whom he was greatly endeared because of his lovable and unselfish character.

At his death, the Faculty of Harvard University adopted the following minute:

"George Staples Rice, S. B. 1870, was a most loyal and useful friend of Harvard University. He rendered distinguished service to the University by a highly honorable and unselfish career as the director of great public works vitally affecting the welfare and safety of millions of people, included in which are some of the most important engineering enterprises of his time, such as the present water supply, drainage, and rapid transit systems of Boston, the New Croton Aqueduct, and the great subway system of New York.

"Mr. Rice served the University devotedly as Instructor in Sanitary Engineering for a period of eight years (1892-1900), after the close of his work as

Deputy Chief Engineer for the New Croton Aqueduct—in the full tide of his life of great achievement.

"Mr. Rice's official relations with the University terminated when he was called to New York to become Deputy Chief Engineer, and soon after, Chief Engineer of the New York subway development; but this did not close his direct co-operation with Harvard work in Engineering. Through his foresight, his friendly advice, and encouragement, in the early days of the New York Subway, he made his own opportunities count as opportunities also for scores of younger men from Harvard. Thus, he, perhaps above all others of our graduates for the past fifty years, opened the way by which the University, through these young men, is steadily extending its influence for the convenience and safety of the public, and by which the young men themselves are securing the lasting satisfaction which comes from doing great and worthy tasks well.

"The Faculty of Engineering accordingly and with deep gratitude records its appreciation of the inestimable value of Mr. Rice's energetic and unceasing loyalty to Harvard University."

He was a member of the Boston Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the New England Water-Works Association, and the Society of Colonial Wars. His clubs were the University, Harvard, and Arkwright of New York City, and the Union and St. Botolph of Boston, Mass.

Mr. Rice was elected a Member of the American Society of Civil Engineers on February 1st, 1882.

GEORGE SYKES, M. Am. Soc. C. E.*

Died August 21st, 1919.

George Sykes was born on April 5th, 1881, in New York City, where he received his early education.

He began his engineering experience in 1901, as a Leveler in the employ of the Guayaquil and Quito Railway for a period of about nine months, before completing his technical education. He then returned to school and, in June, 1903, was graduated from the School of Applied Science of New York University with the degree of B. S. in Mechanical Engineering.

Before his graduation Mr. Sykes entered the employ of the United Electric Light and Power Company, of New York City, as an Inspector on electric transformer building work, and immediately after his graduation continued in the same capacity with the New York Edison Company where his construction experience included the building of office buildings and storehouses in New York City and the erection of a large coal storage plant with a river bulkhead at Edgewater, N. J.

In July, 1907, Mr. Sykes organized a corporation for general construction work and for ten years conducted a very successful contracting business. His field was confined largely to New York City and vicinity, but his most important operation was the building of "Vizcaya", the residence of Mr. James Deering, at Miami, Fla.

* Memoir prepared by E. M. Van Norden, M. Am. Soc. C. E.

When the United States entered the World War, he was commissioned as Captain in the Engineer Officers' Reserve Corps, on July 12th, 1917, and attended the training camp as a student at American University, Washington, D. C. He was ordered to France, in September, 1917, and served as Executive Officer for the Chief Engineer of Line of Communication, as Chief of the Administration Section, in the office of the Director of Construction and Forestry, Service of Supplies, and as Engineer Officer in Chief, Divisional Area Construction, Zone of Advance, A. E. F. He was promoted to the rank of Major, Engineers, U. S. A., on July 12th, 1918, and after his return to the United States, he was honorably discharged at Washington, D. C., on January 21st, 1919.

Maj. Sykes' patriotism resulted in a tremendous sacrifice to himself and his family which, while it may be true of many other engineers, is none the less deserving of mention; he gave up a prosperous contracting business and spent sixteen months in France away from his wife and children. His military ambitions were probably inherited from his grandfather who was Maj.-Gen. George Sykes, Commander of the 5th Army Corps, Army of the Potomac.

After his discharge from the Army, Maj. Sykes resumed his position as President of the George Sykes Building Company in New York City, and was actively engaged in business until a week before his death on August 21st, 1919, after an operation at the Flushing Hospital. He is survived by his mother, his wife, and three children.

He was an active member of the Bayside, N. Y., Yacht Club and the Delta Phi Fraternity.

Maj. Sykes was elected a Junior of the American Society of Civil Engineers on May 1st, 1906, an Associate Member on December 4th, 1907, and a Member on May 12th, 1919.

JOSEPH MILLER BURKETT, Assoc. M. Am. Soc. C. E.*

Died April 26th, 1921.

Joseph Miller Burkett, the son of Joseph Miller Burkett and Ida Adelle Pinney Burkett, was born in Salt Lake City, Utah, on March 30th, 1880. His father was long associated with the pioneer banking firm of McCornick and Company, in Salt Lake City, but, in 1882, moved with his family to Hailey, Idaho, where he opened the First National Bank of that city. Mr. Burkett's early childhood was spent in Hailey which, at that time, was an active and prosperous mining camp, so it was only natural that his first engineering efforts were in connection with the mining industry.

In 1890, he entered the Ogden Military Academy, at Ogden, Utah. After attending the Academy for three years he went to Boise, Idaho, and entered the public schools of that city. While in Boise, Mr. Burkett resided with his uncle, Mr. James A. Pinney, one of the well known business men and early pioneers of Idaho. On the completion of his public school education, he entered Oberlin College, in Oberlin, Ohio, where he remained for three years.

* Memoir prepared by W. G. Swendsen, Assoc. M. Am. Soc. C. E.

While at Oberlin, he spent his summer vacations selling books and following similar pursuits common to the more ambitious students of that day. Desiring to engage in the Engineering Profession, Mr. Burkett then entered the Leland Stanford, Jr., University, in California, and while there was engaged during his summer vacations in various capacities with field crews on surveys for the Santa Cruz Railroad.

After leaving Stanford, Mr. Burkett returned to Idaho and began the practice of engineering. At first, he was engaged principally in mining work, but owing to the rapid irrigation development of Southern Idaho about this time, he became occupied with reclamation work almost exclusively and spent several years in active field work of various kinds. Although a considerable part of his practice was located in Idaho, he also did more or less work in Montana and Nevada and, at one time, was interested in a large irrigation project in Texas.

In 1911, Mr. Burkett entered the employ of the State of Idaho as Carey Act Engineer, serving under A. E. Robinson, State Engineer, and continuing in the employment of the late Frank King who succeeded Mr. Robinson. In the capacity of Carey Act Engineer, he made various investigations and generally supervised the construction work on practically all the principal Carey Act projects in Idaho. In 1915, he resigned his position with the State and entered into private practice, locating at Twin Falls, Idaho. While maintaining his office in that city, he conducted a general engineering business, having had charge of considerable municipal work for the various communities that were rapidly building up in Southern Idaho.

When the United States entered the World War, Mr. Burkett at once volunteered and was appointed a Captain of Engineers. After a short period of training at Vancouver, Wash., he was immediately sent overseas with the 116th Engineers, with which he served as Captain throughout the war. He was located at various places in France for nearly two years, and was honorably discharged after the Armistice was signed.

On his return from France, Mr. Burkett again took up the practice of his Profession, with Boise, Idaho, as his headquarters. His practice while in Boise was confined almost altogether to the supervision of irrigation developments throughout the State, having served as Chief Engineer on some five or six projects in various stages of completion. He also acted as Consulting Engineer to the Commissioner of Reclamation of Idaho in connection with various irrigation problems coming before the Department of Reclamation, and, acting under the Commissioner, he conducted engineering investigations incident to several important river adjudication suits, the principal among which were those relating to the Portneuf and Pahsimeroi Rivers.

Owing to his extensive knowledge of irrigation developments in Idaho, and his broad experience in irrigation matters generally, Mr. Burkett was often called on for expert testimony in connection with litigations which occurred from time to time, and in this capacity was invariably regarded as an engineer of the highest ability and integrity.

He died on April 26th, 1921, at Pocatello, Idaho, after a hurried operation for appendicitis, to which he submitted while on a field trip, and was buried

at Boise. He was not married, and is survived by his mother who lives in Hailey, and an only sister, Mrs. T. M. Starrh, of Boise. He was a member of the Masonic order and of the Benevolent and Protective Order of Elks.

Mr. Burkett was elected an Associate Member of the American Society of Engineers on May 28th, 1912.

JOHN EDWARD GRADY, Assoc. M. Am. Soc. C. E.*

DIED MAY 19TH, 1921.

John Edward Grady was born in Kenosha, Wis., on May 10th, 1874. He received his common school education in Chicago, Ill., finishing two years of High School and a short course in a business college in December, 1890.

At the age of sixteen, he went to work as a Timekeeper for the Kelly Construction Company, General Contractors, thus beginning his engineering education in the school of experience. In April, 1893, he was engaged as a Rodman on the location of the Chicago Sanitary and Ship Canal and continued in the employ of The Sanitary District of Chicago until June, 1906, when he left of his own accord to join the Great Lakes Dredge and Dock Company.

During the thirteen years (1893-1906) of his employment with the Sanitary District of Chicago, Mr. Grady progressed steadily, and grew in character, ability, and attainments. In 1894, he was variously employed on canal construction. In 1895 and 1896, he was engaged in the Computing Department on preliminary and final estimates, progress charts, and construction reports. In 1897, he was put in charge of the Computing Department and, in 1899, he was given charge of the construction of the Chicago River By-Pass under the Pennsylvania Railroad Company's properties at the Chicago Union Station. In 1901, he was put in charge of bridge construction across the Chicago River and, during the ensuing five-year period, he completed the building of five bascule bridges at an aggregate cost of $1 125 000.

It was during this period that the writer had the privilege of serving under Mr. Grady and of learning, by daily intercourse, his fine qualities of mind and heart. He possessed, in a marked degree, the qualities of leadership as evidenced by the devotion of his subordinates, the friendly admiration of his equals, and the respect and confidence of his superiors.

During the thirteen years (1906-1919) of his employment with the Great Lakes Dredge and Dock Company, Mr. Grady occupied a position of increasing responsibility. His first work for this Company consisted of the engineering supervision of the extensive dock, harbor, and foundation work for the United States Steel Corporation, at Gary, Ind. While still conducting this work, he was made Division Engineer for the Company, with headquarters at Cleveland, Ohio, and had charge of its extensive interests in the Cleveland Division. He installed the large plant at Cleveland for the manufacture of premoulded concrete piles which were made in large quantities and first used in the extensive ore docks built for the Pennsylvania Railroad Company in that

* Memoir prepared by Robert Isham Randolph, M. Am. Soc. C. E.

city. He also planned and built the foundations for the High Level Bridge at Cleveland, consisting of the main and approach piers and caissons. Mr. Grady planned and conducted the work on the Pennsylvania Railroad Bridge over the Maumee River, at Toledo, Ohio, on the extensive ore docks for the Cincinnati, Hamilton and Dayton Railroad Company, and on a large coal dock for the Hocking Valley Railroad Company, both at Toledo.

During the construction of these larger works, he was also in charge of numerous Government and industrial developments on Lake Erie, at Ashtabula, Sandusky, Conneaut, and Lorain, Ohio. At the time of his death, he was a member of the committee of the Cleveland Engineering Society for the straightening of the Cuyahoga River.

In July, 1919, Mr. Grady left the Great Lakes Dredge and Dock Company to become one of the principal partners in the Central Dredging Company, of Cleveland, and just prior to his death, he had organized the Substructure Company of Cleveland.

He was a systematizer of work, and his orderly mental processes were evidenced by the manner in which he planned and directed everything within his jurisdiction. He developed many new and useful methods of construction, and his inventive genius and originality were always at the service of his employers and clients. He was an indefatigable worker, and, although he always had the end in view, nevertheless, he appeared to work for the joy of working.

Mr. Grady was a "self-made man", in the best sense of the word, "self made", but never "self satisfied", for he continued diligent and tireless in making and improving his structure of manhood until his death, which occurred on May 19th, 1921.

On June 8th, 1898, he was married to Miss Alice Archer, of Chicago, who survives him. This partnership was the inspiration of both his business and his private life and the sustaining force which kept him happy and hopeful through the years of his last illness.

His creed and his code were not matters of oral profession, but were evidenced by his daily life and conduct. When once asked to express his rule of life, he replied: "Faithul performance of contract."

Mr. Grady was elected an Associate Member of the American Society of Civil Engineers on December 6th, 1905.

PAPERS IN THIS NUMBER

"THE FLOOD OF JUNE, 1921, IN THE ARKANSAS RIVER, AT PUEBLO, COLORADO." JAMES MUNN and J. L. SAVAGE. (To be presented October 5th, 1921.)

"RAINFALL AND RUN-OFF STUDIES." C. E. GRUNSKY. (To be presented October 5th, 1921.)

CURRENT PAPERS AND DISCUSSIONS

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(INSTITUTED 1852)

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Edited by the Secretary, under the direction of the Committee on Publications.

CONTENTS

NEW YORK 1921

American Society of Civil Engineers

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TO CODIFY PRESENT PRACTICE ON THE BEARING VALUE OF SOILS FOR FOUNDATIONS, ETC.: Robert A. Cummings, E. G. Haines, Allen Hazen, James C. Meem, Walter J. Douglas.

TO REPORT ON STRESSES IN RAILROAD TRACK: A. N. Talbot, A. S. Baldwin, G. H. Bremner, John Brunner, W. J. Burton, Charles S. Churchill, W. C. Cushing, W. M. Dawley, H. E. Hale, Robert W. Hunt, J. B. Jenkins, George W. Kittredge, Paul M. LaBach, C. G. E. Larsson, G. J. Ray, Albert F. Reichmann, H. R. Safford, Earl Stimson, F. E. Turneaure, J. E. Willoughby.

ON HIGHWAY ENGINEERING: H. Eltinge Breed, George W. Tillson, A. B. Fletcher, John M. Goodell.

ON BRIDGE DESIGN AND CONSTRUCTION: Henry B. Seaman, Howard C. Baird, J. E. Greiner, C. W. Hudson, M. S. Ketchum, B. R. Leffler, A. F. Robinson, F. E. Turneaure, J. R. Worcester.

ON CONTRACT STANDARD CLAUSES: H. Eltinge Breed, J. H. Brillhart, J. S. Langthorn, Edward H. Lee, Hunter McDonald, George H. Pegram, Henry H. Quimby.

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

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PROCEEDINGS

This Society is not responsible for any statement made or opinion expressed in its publications.

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS

OF THE SOCIETY

October 5th, 1921.—The meeting was called to order at 8 P. M.; President George S. Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 185 members and guests.

The minutes of the meetings of September 7th and 8th, 1921, were approved as printed in *Proceedings* for September, 1921.

President Webster announced that the polls on the ballot on the proposed revision of the Constitution were closed. The Acting Secretary announced that the President had appointed Messrs. William G. Grove, J. P. H. Perry, C. E. Beam, H. C. Hutchins, F. Leroy Stearns, and Thaddeus Merriman as Tellers to canvass the ballots on the proposed revision of the Constitution.

The Acting Secretary announced the election of the following candidates on September 12th, 1921:

As Members

Archie Edmund Bump, Boston, Mass.
Walter Leake Clarkson, Bayonne, N. J.
Earl Fenner Croasdale, New York City
John Dyer, Jr., Albany, N. Y.
Arthur Clarico Freeman, Jr., Oak Lane, Pa.
John Smith Goodman, Reading, Pa.
William Lawrence Ross Haines, Pittsburgh, Pa.
Harry Vester Johnston, San Francisco, Cal.
Thomas Emmet Leahy, Philadelphia, Pa.
Frank Redmond Lewis, Forney, Tex.
Jonta Boen Marcellus, Boulder, Colo.
Charles Mary Mardel, Oakland, Cal.
Charles Goodwin Patrick, Eagle Rock, Cal.
Victor Herman Reineking, Portland, Ore.
Charles Alfred Smith, Atlanta, Ga.
Hugh Burdette Tabor, Buenos Aires, Argentine Republic
Ashley Jay Welton, Portland, Ore.
Curtis Cornelius Westfall, Chicago, Ill.

As Associate Members

Lyttleton Cooke Anderson, Nashville, Tenn.
Arthur Garfield Beard, Omaha, Nebr.
Richard Stockwell Bettes, Springfield, Mass.
Carlos Maria Blanco y de Castro, Saltillo, Coah., Mexico
Thomas Melville Brassel, New York City
Jonathan Burdette Brown, Sacramento, Cal.
Thomas James Butler, Barranquilla, Colombia
David Clark, Glasgow, Scotland
Arthur T. Cook, Santiago, Chile
Algernon Charles Brennan Craddock, Shanghai, China
Andrew Adair Cummins, Superior, Nebr.
John Aloysius Dormer, Minneapolis, Minn.
Walter Henry Evans, St. Louis, Mo.
Harold Stuart Fisher, Big Creek, Cal.
Harry Edwin Frost, Boston, Mass.
Joseph Van Meter Funderburk, Morgantown, W. Va.
Frank Gardner, Apache, Okla.
Herbert James Gilkey, Urbana, Ill.
Richard Tuggle Goodwyn, Jr., Athens, Ga.
Ralph Chase Graham, Davenport, Iowa
Gilbert Raymond Harr, Indianapolis, Ind.
Thomas Devin Harris, Albemarle, N. C.
Carter Harrell Harrison, Dallas, Tex.

Mack Elliott Haworth, Pittsburgh, Pa.
Arthur Ellis Heagler, Paragould, Ark.
Edwin Charles Holbrook, Boston, Mass.
John Daniel Johnson, Fort Worth, Tex.
Howard Buzby Keasbey, Salem, N. J.
Gilbert Michael Kilcarr, New York City
Philip Woodbridge Knights, El Centro, Cal.
Harry Lindsey, Helena, Mont.
Flint McGregor, El Paso, Tex.
William Coleman McNown, Lawrence, Kans.
Arthur Louis Lippard Martin, Brooklyn, N. Y.
Ward Byron Maurer, St. Louis, Mo.
Walter Llewellyn Morgan, Spokane, Wash.
William Canon Muldrow, Manson, Wash.
Elmo Neil Murphy, Cassel, Cal.
Nels Peter Nelson, Casper, Wyo.
Arthur Burdette Overland, Austin, Minn.
John Hart Porter, St. Louis, Mo.
Frank Erwin Richart, Urbana, Ill.
Gerald Staats Rinehart, New York City
James Hazen Ripley, New York City
Charles William Schimmelpfennig, Booneville, Ind.
Charles Shaw, Gulfport, Miss.
Charles Elonzo Sloan, Baltimore, Md.
Ray Reed Smith, San Francisco, Cal.
Francis Benjamin Stewart, Kahoko, Mo.
Fred James Stewart, Centreville, Iowa
Noyce Worstall Strait, Pontiac, Mich.
Clifford Linwood Wade, New Bedford, Mass.
Stephen Knight Whipple, San Mateo, Cal.
Maurice Eugene Worrell, Hillsboro, Tex.

As Juniors

Steven Ross Berke, Boston, Mass.
Roy Frazin Bowker, Charlotte, N. C.
Sidney Silvey Gorman, San Francisco, Cal.
Leland Monroe Mower, Seattle, Wash.
William Daryl Patterson, Norfolk, Va.
Louis Francis Quirk, Middletown, Conn.
Edwin Bernard Rider, Baltimore, Md.
Benjamin Haines Rigg, Washington, D. C.
Harold Arthur Vicker, State College, Pa.
Charles Ruschenberger Wentworth, Roanoke, Va.
Percy Suydam Wilson, Glen Ridge, N. J.

The Acting Secretary announced the transfer of the following candidates on September 12th, 1921:

From Associate Member to Member

Frank Willis Austin, Chanute, Kans.
Arthur Frederick Blight, Big Creek, Cal.
Tazewell Ellett, Richmond, Va.
Allan Vaughn Elston, Springfield, Mo.
Ozro Nowlin Floyd, Vandalia, Ohio
John Alden Griffin, Los Angeles, Cal.
Charles Frederick Gross, Philadelphia, Pa.
Clarke Kennerley Harvey, Charleston, W. Va.
Clifford Murray Hathaway, Effingham, Ill.
Peter Magnus Larsen, Chanute, Kans.
Thomas Leach, Buffalo, N. Y.
Walter Powell Linton, St. Paul, Minn.
John Charles Rathbun, Seattle, Wash.
Leon Benedict Reynolds, Kansas City, Mo.
James Gordon Steese, Juneau, Alaska
Arthur Clarence Tozzer, Boston, Mass.
Richard Gaines Tyler, Paris, Tex.
George Neville Wheat, Rocksprings, Tex.
Earl Alderfer Zeisloft, Akron, Ohio

From Junior to Associate Member

Herbert Ashford Robertson Austin, Honolulu, Hawaii
Eugene Weldon Fickes, Lancaster, Pa.
Percy Julian Greenough, Woodhaven, N. Y.
William Thomas Hogg, New Orleans, La.
George William Richards, Pittsburgh, Pa.
Robert Farquhar Watt, Detroit, Mich.

The Acting Secretary announced the following deaths:

James Gibbons Browne, of Houston, Tex., elected Associate Member, May 6th, 1914; died April 25th, 1921.

William James Davis, of Three Rivers, Que., Canada, elected an Associate Member, August 31st, 1915; died September 2d, 1921.

A paper by C. E. Grunsky, M. Am. Soc. C. E., entitled "Rainfall and Run-Off Studies", was presented by the author, and the subject was discussed by Messrs. Thaddeus Merriman, Rudolph Hering, Olin H. Landreth, and the author. Written discussions on the subject by Messrs. C. F. Marvin and Dana M. Wood were read by title only.

A paper by James Munn and J. L. Savage, Members, Am. Soc. C. E., entitled "The Flood of June, 1921, in the Arkansas River, at Pueblo, Colorado", was presented for discussion and illustrated by a large number of lantern slides. Announcement was made by President Webster that written discussions on the subject from Messrs. George G. Anderson and Arthur O. Ridgway,

Members, Am. Soc. C. E., and R. G. Hosea, Deputy State Engineer of Colorado, had been received, and lantern slides accompanying the discussion by Mr. Ridgway were shown.

A paper by C. Terrell Bartlett, M. Am. Soc. C. E., entitled "The San Antonio Flood of September, 1921", was presented by Mr. Bartlett, who illustrated his remarks with lantern slides. The subject was discussed by Messrs. Charles W. Sherman and C. E. Grunsky.

The following report of the Tellers appointed to canvass the ballots on the proposed revision of the Constitution was presented:

"New York, October 5th, 1921.

"The Tellers appointed to count the ballots upon the Amendments to the Constitution submitted to letter-ballot of the Corporate Membership by the Annual Convention of 1921, presents its report, as follows:

"Total number of ballots received			1 754
"Excluded ballots:			
"From members in arrears of dues		48	
"Without signature		4	
"From members other than Corporate Members		1	
"With identification other than written signature		1	54
"Total ballots counted			1 700
"Yes		1 367	
"No		326	
"Blank		7	
"Required to carry	1 134		
"Carried by	233		
"Total vote	1 700		
"Percentage, 'Yes'	80		

"Respectfully submitted,

"WILLIAM G. GROVE,
"Chairman,
"J. P. H. PERRY,
"C. E. BEAM,
"H. C. HUTCHINS,
"F. LER. STEARNS,
"THADDEUS MERRIMAN,
"Tellers."

The necessary affirmative vote of two-thirds of all ballots cast having been received, the Chairman declared the adoption of the revised Constitution.

Adjourned.

OF THE BOARD OF DIRECTION

(Abstract)

September 12th, 1921.—The Board convened in regular meeting at 10 A. M., at the Headquarters of the Society; President Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, Messrs. Beahan, Brown, Clark (came in at 10.20 A. M.); Greene, Herschel, Hogan (came in at 10.20 A. M.), Hovey, Hudson, Humphrey, Hunt (came in at 10.15 A. M.), Pegram (came in at 10.50 A. M.), and Stuart (came in at 10.55 A. M.).

Ballots for membership were canvassed, resulting in the election of 18 Members, 54 Associate Members, and 11 Juniors, and the transfer of 6 Juniors to the grade of Associate Member.

Nineteen Associate Members were transferred to the grade of Member.

A report from the Membership Committee was received and acted on.

Adjourned.

BIOGRAPHICAL SKETCHES OF CANDIDATES FOR OFFICES TO BE FILLED AT THE ANNUAL ELECTION, JANUARY 18th, 1922.

The Board of Direction, at its meeting of April 26th, 1921, adopted a resolution,* instructing the Acting Secretary to publish short biographical sketches of the candidates for the offices to be filled at the annual election on January 18th, 1922. In accordance with this resolution, these biographical sketches, as prepared by the candidates themselves, are presented herewith.

John Ripley Freeman

(Candidate for President)

Born July 27, 1855, on a farm at West Bridgeton, Me. (Mass. Inst. Tech., B. S., Civ. Eng. Dept., 1876; Hon. Sc. D., Brown Univ., 1904, Tufts Coll., 1905.) —1876–1886 Prin. Asst. Engr., Water Power Co., Lawrence, Mass.: 1878–1886 Prin. Asst. to Hiram F. Mills, Cons. Engr.: 1886–1896 Chf. Engr., Associated Factory Mutual Insurance Companies: 1886 to date Cons. Engr. on water power and mill construction to sundry large manufacturing corporations: 1892–1896 Water Commr., Winchester, Mass.: 1895–1896 Engr. Member, Massachusetts Metropolitan Water Board: 1896 Member, Board of Appraisers, Municipal Water-Works, Newburyport, Mass.: 1896 to date Pres. and Treas., Mfrs., Rhode Island, Mechanics, State, Enterprise, and American Factory Mutual Fire Insurance Companies: 1898 Member, Board of Appraisers, Municipal Water-Works, Gloucester, Mass.: 1899–1900 made extensive studies of water supply for Greater New York, for Finance Dept.: 1902 Civilian Engr. Member, Special Board, Gun Carriage Tests, War Dept.: 1903 Chf. Engr., investigations, Charles River Dam, Boston Harbor: 1903–1904 Cons. Engr., Boston Metropolitan Park Comm., on sanitary and drainage problems: 1903–1905 made extensive studies on safeguarding of life in theatres: 1904 Member, Rhode Island Metropolitan Park Comm.; Member, Special Comm., Additional Water Supply, New York; 1904 Director, Western Power Co., Providence National Bank of Commerce; Cons. Engr., specialties, hydraulics, municipal water supply, water power development, high dams, mill construction, miscellaneous scientific research, fire prevention: 1904–1905 planned water power developments, Feather River, Cal., St. Lawrence River, Long Sault: 1905 to date Cons. Engr., water supplies of Nashua, Los Angeles, Baltimore, Hartford, Newark, City of Mexico, etc.; 1905 to date Cons. Engr. to New York Board of Water Supply: 1906 Member, Board of Appraisers, Municipal Water-Works, Denver, Colo.: 1906–1907 in charge water power investigations, New York State Water Supply Comm.: 1907 and 1909 Cons. Engr. on Isthmian Canal Locks and Dams: 1910 Cons. Engr., San Francisco water supply (planned Hetch Hetchy water supply now building): 1910 Cons. Engr. to Canadian Govt., on water power conservation, safety of various dams, etc.: 1914 planned water power development, Lachine Rapids: 1916 to date studies of flood control in China, and improvement of Yellow River: 1917–1918 Pres. and Acting Chf. Engr., Providence Gas Co.: 1917 to date Cons. Engr. for Chinese Govt., Grand Canal

* *Proceedings*, Am. Soc. C. E., May, 1921, p. 460.

Improvement Board: 1918–1919 Chairman, National Advisory Comm. for Aeronautics; Member, Board of Visitors, U. S. Bureau of Standards.

Carl Ewald Grunsky

(Candidate for Vice-President)

Born April 4, 1855, Stockton, Cal. (Polytechnicum of Stuttgart, Civ. Engr., 1877; Eng. D., 1910)—1878–1888 Asst. State Engr. and Chf. Asst. State Engr., State Eng. Dept. of California, irrigation and flood control: 1888–1890 Cons. Engr. and private practice, Sacramento and San Francisco, irrigation, water supply, sewerage and valuations: 1889–1890 Member of the Examining Comm. on Rivers and Harbors for California: 1892–93 Member of Board to consider San Francisco sewerage problems: 1894–1895 Cons. Engr. to Commr. of Public Works of California: 1899 Engr. in charge of plans for San Francisco sewerage system: 1900–1904 City Engr., San Francisco: 1904–1905 Member of the Isthmian Canal Comm.: 1905–1907 Cons. Engr., U. S. Reclamation Service, and Adviser to the Secy. of the Interior on irrigation matters: 1907 to date Cons. Engr., San Francisco.

Robert Ridgway

(Candidate for Vice-President)

Born October 19, 1862, Brooklyn, N. Y. (New York University, M. S. 1915 (Honorary); C. E., 1919 (Honorary))—1882–1884, Chainman, Rodman, Instrumentman, Northern Pacific Ry.; 1882–1883, reconnaissance surveys; 1883–1884, location and construction: 1884–1900, Instrumentman and Asst. Engr., Aqueduct Commission of New York City; 1884–1886, Instrumentman; 1886–1900 Asst. Engr. in charge of construction of 1½ miles of the new aqueduct and new gate-house at Old Croton Dam, Titicus River Dam and Reservoir, and the Jerome Park Reservoir: 1900–1905, Senior Asst. Engr. of Second Division and Div. Engr. of Fifth Division, Board of Rapid Transit Railroad Commissioners, New York City; 1900–1903 as Senior Asst. Engr., Second Division, on construction of that part of the first four-track subway from 41st Street and Park Avenue, Manhattan, through 42d Street to Broadway and north under that thoroughfare to 104th Street; 1903–1905 as Div. Engr. in charge of the Fifth Division, which included Sections 2, 2-A, and 3 of Contract No. 2, known as the South Ferry Loop (Section 2), the Battery-Joralemon Street Tunnels under the East River (Section 2-A), and the subway under contract in Brooklyn terminating at Atlantic and Flatbush Avenues (Section 3): 1905–1912 Div. Engr. and Dept. Engr., Northern Aqueduct Dept., Board of Water Supply, New York City; 1905–1906 Div. Engr. on studies for an aqueduct with a daily capacity of more than 500 000 000 gal.; 1906–1912 as Dept. Engr. in charge of the location and construction in Northern Aqueduct Dept., which included the northerly 60 miles of the Catskill Aqueduct, and the deep pressure tunnel under the Hudson River at Storm King, cost of work approximately $30 000 000: 1912–May, 1921 Engr. of Subway Constr., Public Service Commission for the First District, State of New York (succeeded by the Office of Transit Construction Commissioner

and the present Transit Commission), in charge of construction of the system of rapid transit subways and elevated lines in New York City, including five tunnels under the East and Harlem Rivers, cost when completed to be more than $300 000 000; May, 1921 appointed Chf. Engr. of the Transit Commission: 1916 Member of Chicago Traction and Subway Commission to report on and make recommendations for improvement of Chicago transit conditions.

Otis Ellis Hovey

(Candidate for Treasurer)

Born April 9, 1864, East Hardwick, Vt. (Dartmouth Coll., B. S., 1885: Thayer School of Civ. Eng., C. E., 1889)—1885–1886 Engr. of Hoosac Tunnel and Wilmington R. R.: 1886–1887 Draftsman, Edge Moor Iron Co.: 1888 on the staff of D. H. and A. B. Tower, charge of dam and paper-mill improvements: 1889–1890 Instructor in Civ. Eng. at Washington Univ., St. Louis, Mo.: 1890–1896 associated with the late George S. Morison, in charge of Chicago office on designs and estimates of bridges, including the Bellefontaine, Alton, and Leavenworth Bridges; also railroad yard and structures for the St. Louis entrance of the Chicago, Burlington & Quincy R. R.; designed and was Res. Engr. on a four-track bascule bridge in Chicago: 1896–1900 Engr. of Union Bridge Co., in charge of bridge and structural work: 1900–1907 Engr. of Design, American Bridge Co.: 1907 to date Asst. Chf. Engr., American Bridge Co.

Clifford Milburn Holland

(Candidate for Director, District No. 1.)

Born March 13, 1883, Somerset, Mass. (Harvard Univ., A. B., 1905; S. B., 1906)—1906–1919 Asst. Engr., Tunnel Engr., and Div. Engr., Public Service Comm., First District, State of New York, on subway and tunnel constr.; 1914–1919 as Tunnel Engr. and Div. Engr. in charge of construction of eight tubes with approaches under the East River, contract value, $26 000 000: 1919 to date, Chf. Engr., Hudson River Vehicular Tunnel, estimated value $28 700 000.

Joseph Johnson Yates

(Candidate for Director, District No. 1.)

Born April 20th, 1874, Elizabeth, N. J. (Rutgers Coll., 1894)—1895–1896 Pennsylvania R. R. on maintenance of way: 1897–1899 Central R. R. Co. of New Jersey on construction: 1899–1902 general business: 1902–1907 Asst. Engr., Central R. R. Co. of N. J., design and construction of bridges, buildings, piers, and general railroad construction: 1907 to date, Bridge Engr., Central R. R. Co. of N. J., in charge of bridge and structural steel design and construction, including two double-track drawbridges with approach spans over the Hackensack and Passaic Rivers, five bascule bridges with approaches on the Seashore Branch, seven export piers in New York Harbor, the Delaware River Bridge at Easton, Pa., the Lehigh River bridges at Bethlehem, Allentown, Mauch Chunk, and Glen Onoko, Pa., the passenger and express terminals at Cummunipaw, Jersey City and Newark, N. J., and the car shops at Elizabethport, N. J., and Ashley, Pa.

Frank Edward Winsor

(Candidate for Director, District No. 2.)

Born November 16, 1870, Johnston (now Providence), R. I. (Brown Univ., Ph. B., 1891: C. E., 1892; A. M., 1896)—Prior to 1891 one year on railroad engineering: 1891–1894 Metropolitan Sewerage System, Boston, Mass.: 1895–1902 Metropolitan Water-Works of Massachusetts: 1903 preliminary investigations for a new water supply for New York City: 1904–1905 Prin. Asst. Engr., Charles River Dam and Basin, Boston, Mass.: 1906–1909 Div. Engr., Catskill Water Supply System for New York City: 1910–1915 Dept. Engr., Southern Aqueduct Dept. of the Catskill Water Supply: 1915 to date Chf. Engr., Water Supply Board, City of Providence, R. I., in charge of design and construction of a new water supply system for the city.

John Needels Chester

(Candidate for Director, District No. 6.)

Born September 24, 1864, near Columbus, Ohio (Univ. of Illinois, B. S., 1891; C. E. (Honorary); M. E. (Honorary))—1891 Engr. and Salesman, Boughen Eng. Co., Cincinnati: 1892 Field Supt., National Water Supply Co. of Cincinnati, engaged on work at Sioux City, Iowa, and Fort Crook, Nebr.: 1893–1894 Prin. Asst. Engr., American Debenture Co., Chicago and New York, which company owned and operated thirteen water-works plants in the United States: 1895–1899 Engr. and Salesman, Henry R. Worthington of New York, Mfrs. of Pumping Machinery: 1899–1906 Chf. Engr., American Water-Works & Guarantee Co. of Pittsburgh, which company then owned and operated forty-two water-works: 1906–1911 Gen. Mgr. and Engr. for the Epping-Carpenter Co., Pittsburgh, Mfrs. of Pumping Machinery: 1911 to date firm of Chester & Fleming and its successor, The J. N. Chester Engrs., water-works, sewerage, concrete structures, and power plants; Pres. of the Edgeworth Water Co., supplying Edgeworth, Leetsdale and Fair Oaks, Pa.; Vice-Pres. and Gen. Mgr. of the Capital City Water Co., supplying Jefferson City, Mo.; Pres. of the Upper Sandusky, Ohio, Water-Works Co.

Arthur James Dyer

(Candidate for Director, District No. 8.)

Born May 27, 1868, Medfield, Mass. (Vanderbilt University, 1891)—1902, Draftsman for Phœnix Bridge Co. and Milliken Bros.; Engr. for Youngstown Bridge Co. and American Bridge Co.: 1902 organized the company which in 1904 became the Nashville Bridge Co.: 1904 to date Chf. Engr. and Mgr., Nashville Bridge Co., construction of bridges, buildings, ships, barges and tugboats.

Walter Leroy Huber

(Candidate for Director, District No. 13.)

Born January 4, 1883, San Francisco, Cal. (Univ. of California, B. S., 1905)—1904–1905 Eng. Staff, Oakland Realty Syndicate, on layout and construction of streets now included in City of Piedmont, Cal.: 1905–1906 struc-

tural and hydro-electric design: 1906–1910, Chf. Structural Designer for one of the principal firms rebuilding San Francisco after the earthquake and fire; Chf. Engr. for the Superv. Archt., Univ. of California, on bridges, buildings, etc.: 1910–1913 Dist. Engr., Dist. 5, U. S. Forest Service, all engineering work for Forest Service in California and Southwestern Nevada: 1913 to date Cons. Engr., San Francisco, hydro-electric power development, irrigation development, investigations and reports for Irrigation Dist. Bond Comm., structural design and construction.

ITEMS OF INTEREST

This Society is not responsible for any statement made or opinion expressed in its publications.

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax. A gift for research is a productive investment.

The Foundation is compiling a directory of the hydraulic laboratories of the United States, and is planning an investigation of industrial education and training. It undertakes useful researches which do not promise profits sufficient to tempt industrial organizations to undertake them, researches which should be made under disinterested auspices, and researches which lie outside the province of Government bureaus.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

Progress Report to Engineering Foundation Board

The regular meeting of the Engineering Foundation Board was held on September 8th, 1921, and the following is a brief review of the projects of Engineering Foundation as presented by its Secretary to the Board:

Fatigue of Metals.

Within the limited field financed by Engineering Foundation, definite results have been obtained. The complete report on this subject, to be printed later as a *Bulletin* of the University of Illinois, is as nearly ready for publication as it can be before finishing some experiments and final editing. Work on the programme of the General Electric Company continues satisfactorily. The Air Service of the Army is negotiating for an extension of the research, and it is possible that certain industries will support additional experiments.

Advisory Board on Highway Research.

After several months of disappointing endeavors to secure funds, an agreement was made between the U. S. Bureau of Public Roads and the National Research Council, by which the Bureau undertakes to pay $12 000 yearly in return for services to be rendered by the Advisory Board. Several State highway departments have definitely promised contributions, and others are expected to contribute. With this report, in addition to $1 000 from Engineering Foundation and $500 from the National Research Council, W. K. Hatt, M. Am. Soc. C. E., of Purdue University, was engaged as Director and began his duties in July, 1921.

Descriptive Directory of Hydraulic Laboratories.

The greater part of the information for this Directory has been collected. Its compilation is well started, and the Directory should be ready for press shortly.

Committee on Industrial Education and Training.

The expected large financial support for this work has not been forthcoming. Bibliographies of the literature made by Director Craver, of the Engineering Societies Library, and the Secretary of Engineering Foundation, have been in demand, and the subject continues to receive active attention, especially from mechanical engineers.

Research Narratives.

These pamphlets have elicited many commendations. The mailing list has grown from 900 to 1 300, principally by direct individual requests. A number of the "Narratives" have been reprinted by the daily papers in various parts of the country and by technical journals.

Miscellany.

Many calls for help in a wide variety of subjects come to Engineering Foundation from both domestic and foreign sources—individuals, companies,

societies, and governments. Among the foreign "clients" may be mentioned, the Republic of Czechoslovakia, through its Minister at Washington, the University of Louvain, Belgium, through the head of its Department of Engineering, and the University of Lemberg (Lwow), Poland.

Although Engineering Foundation is not able to undertake projects requiring large expenditures, it is doing useful work, and its name is becoming widely and favorably known.

ACTIVITIES OF LOCAL SECTIONS*

Meeting of the Buffalo Section

A meeting of the Buffalo Section was called to order at the Old Colony Club, at 12.30 P. M., on October 4th, 1921; President A. L. Johnson in the chair; and Bruce L. Cushing, Secretary.

President Johnson explained that the recent request for experience records from all members of the Section was made in order to enable him to make better selections of members for special work, such as committee appointments, papers on certain subjects, etc., and urged that those not having made a return do so in the near future.

A short discussion of the subject of Registration or Licensing of Engineers showed a wide diversity of opinion among the members of the Section in regard to this matter, but no action was taken by the meeting.

On motion, duly seconded, the Secretary was ordered to write to the Engineering Society of Buffalo expressing the hope that the Society may be successful in devising a method of co-operation with the many technical societies now in Buffalo, and assuring it that the Section is willing to give due consideration to any plan proposed for more united action.

On motion, duly seconded, the President was authorized to appoint four committees as follows: a committee of three members to consider and report on all subjects of the Parent Society; a committee of five to study and assist in the work of the American Engineering Standards Committee; a committee of three to keep informed of the action of the Federated American Engineering Societies; and an Entertainment Committee of three to procure speakers or otherwise provide entertainment for the Section. All these committees were appointed to serve for one year.

Messrs. W. P. Feeley and D. P. Cooper were elected as members of the Section.

Buffalo Section Participates in Inspection Trip of New Hydro-Electric Development

An invitation was extended to the Buffalo Section to join an inspection trip to Chippewa, Ont., Canada, on October 8th, 1921, to view the new hydro-electric development at that place.

Other societies participating in this excursion were the Engineering Society of Buffalo, the Rochester Engineering Society, and the Niagara Peninsula Branch of the Engineering Institute of Canada.

Regular Meeting of the Cleveland Section

A regular meeting of the Cleveland Section was held at the Winton Hotel on September 14th, 1921; President J. E. A. Moore, in the chair; George H. Tinker, Secretary; and present, also, 27 members.

The minutes of the meeting of May 11th, 1921, were read and approved.

A communication from the Acting Secretary of the Society in reference to Student Chapters was read.

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* For list of Local Sections, Officers, etc., see p. 810.

The Secretary reported the deaths of William Henry Searles, M. Am. Soc. C. E., and John Edward Grady, Assoc. M. Am. Soc. C. E.

Communications from the St. Louis Section relative to the status of engineers in the U. S. Public Health Service, and from the Texas Section in reference to a bill in the House of Representatives providing funds for completing the mapping of the United States, were read, and, on motion, duly seconded, were referred to the Legislative Committee with instructions to ascertain and report on the present status of these Acts.

Attention was called to the Questionnaire sent out by the Special Committee of the Society on Bearing Value of Soils, and members were urged to submit information on the subject in their possession.

The Secretary read resolutions from the St. Louis and Los Angeles Sections relative to the proposed new Constitution of the Society. The subject was generally discussed, and, on motion, duly seconded, it was unanimously voted that it was the opinion of the members present that the proposed Constitution should be defeated, and the Secretary was instructed so to advise members of the Section.

It was moved and seconded that an evening meeting of the Section be held to consider the Union Depot controversy. After discussion by various members, during which the opinion was expressed that the questions at issue were not engineering questions, the motion was lost.

Regular Meeting of Duluth Section

A regular meeting of the Duluth Section was called to order at 12.15 P. M., on September 19th, 1921; President John L. Pickles, in the chair; W. G. Zimmermann, Secretary; and present, also, 21 members and 3 guests.

After the guests had been introduced by President Pickles, and the minutes of the August 15th, 1921, meeting read and approved, the Secretary presented a letter from the Texas Section in reference to the Topographical Mapping Bill now before the Committee on Interstate and Foreign Commerce of the House of Representatives. The subject was discussed by Messrs. Coe, Clark, Marks, and Hoyt, and on motion, duly seconded, the letter was ordered to be filed.

Mr. W. E. Hawley called the attention of the members to the bill for Licensing of Architects, Engineers, and Land Surveyors which was passed by the last State Legislature of Minnesota, pointing out certain objections to the form of invitations recently sent out by the Board of Registration pertaining to the matter of application for registration. The points brought up by Mr. Hawley were discussed by Messrs. Herrold, Woodbridge, and others, but no definite conclusion in regard to the subject was reached, and the matter was postponed until the next meeting.

A brief address was made by Mr. G. H. Herrold, Managing Director of the City Planning Board of St. Paul, Minn., on the subject of "City Planning". In the course of his talk, Mr. Herrold pointed out "that city planning is not an architectural but an engineering problem, and that in his judgment it is necessary that engineers take hold of it and work out the details on the basis of scientific data". He also pointed out "that city planning should be carried

on by a committee of citizens without having political influence affect the work". Mr. Herrold was scheduled to appear before the Engineers' Club of Duluth to give a more detailed discussion of the subject of City Planning, and President Pickles urged all the members present to attend the meeting of the Engineers' Club in the evening.

Messrs. O. H. Dickerson and W. E. Hawley led the discussion of the proposed new Constitution of the Society.

Mr. D. A. Reed, Manager of the Duluth Water and Light Department, gave an informal talk on the subject of the Duluth City Water Supply during which he urged that the proposed City Planning Commission take up the questions of water supply, sewage disposal, etc. He also mentioned the sanitary survey of the west end of Lake Superior as an aid in determining the best location for a new pumping station, and discussed the work of covering the city reservoirs.

Regular Meeting of Los Angeles Section

The regular meeting of the Los Angeles Section was called to order at the Union League Club on August 10th, 1921; President H. W. Dennis, in the chair; A. F. Barnard, Secretary *pro tem.;* and present, also 25 members and 11 guests.

Following the customary dinner and recess, President Dennis introduced seven new members of the Section and the guests of the evening.

President Dennis referred to the status of the matter of licensing of engineers in District No. 11, and read a letter which he had written to Mr. Richard L. Humphrey, of New York City, Chairman of the Committee on Licensing Engineers. Mr. W. K. Barnard reported the action taken in relation to licensing of engineers by the Joint Committee of the Technical Societies of Los Angeles.

A letter from the Secretary of the Joint Committee of the Technical Societies of Los Angeles was read requesting action by the Section on Draft No. 6 of the Constitution of the California Federated Technical Societies. On motion, duly seconded, this matter was referred to the Board of Directors for action.

President Dennis declared the meeting open for discussion of the report of the Committee on Conservation which was appointed to review and prepare a résumé of the "Marshall Plan". Various phases of this subject were discussed by Messrs. Morris, Howell, Barnard, Tait, Reed, Hill, Harris, and Anderson, and on motion, duly seconded, the report of the Committee with its recommendations was adopted.

Mr. A. L. Harris moved that nomination of the Committee of Five recommended in the report of the Committee on Conservation be made at this time. This motion was seconded by Mr. W. K. Barnard, and after discussion and amendment a motion was carried that the Chair appoint the Committee. Further discussion was had on various matters connected with the co-operation of the members of the Section, as suggested by recommendations in the report of the Committee on Conservation, and after it had been explained that the Committee of Five would advise the membership in regard to co-operation,

it was agreed, on motion, duly seconded, that no action should be taken at this meeting.

President Dennis then invited discussion on the proposed revision of the Constitution of the Society. It was moved by Mr. W. K. Barnard that the meeting proceed to discuss the subject, which motion was seconded and carried. A full discussion of the proposed revision of the Constitution followed, and, on motion, duly seconded, the following resolution relative to the subject was unanimously adopted:

"*Whereas:* The Revised Constitution of the American Society of Civil Engineers, as submitted to the Board of Direction by the Committee on Referred Amendments, and now to the members for ballot to be canvassed on October 5th, while incorporating provisions for equality in representation, for fixing the status of the Secretary, and for the transfer to the By-Laws of certain Sections of the Constitution, all of which meet with approval, fails to give effect to recommendations of the Committee on Development which have heretofore been approved by substantial majorities of the votes recorded, as that all members be assigned to Local Sections, that the officers of the Society, other than Directors, be nominated by representatives of the Local Sections in annual conferences and does not improve the qualifications for membership nor provide more effective means for discipline or expulsion as suggested by the Committee on Development; and

"*Whereas:* A complicated method for the nomination and election of officers is provided which affords opportunity to defeat the principle that 'the Director for each District shall be elected by vote of the corporate members therein' previously approved by large majority of the votes of the members; and,

"*Whereas:* Incorporation of these several features is essential to a Revised Constitution at this time, and their omission implies immediate amendment of the new document in the event of its adoption;

"*Be it Resolved:* That the Los Angeles Section, American Society of Civil Engineers, after consideration and study of the proposed Revised Constitution is of opinion that it should not be adopted; and

"*Be it Further Resolved:* That copies of this Resolution be forwarded by the Secretary, to the Board of Direction, and to all of the Local Sections of the American Society of Civil Engineers."

Dr. Julius Koebig, Chairman of the Engineers' Advisory Committee of the Los Angeles Chamber of Commerce, was introduced, and presented a copy of an excerpt from the minutes of the meeting of that Committee on June 10th, 1921, relative to a resolution presented by that Committee concerning the organization of a Sewer Commission by the City Council. On motion, duly seconded, the matter was referred to a Committee of Three to be appointed by the Chair. President Dennis subsequently appointed Messrs. Sellew, Adams, and Dessery as such Committee.

Meeting of September 14th, 1921.

A regular meeting of the Los Angeles Section was called to order at the Union League Club on September 14th, 1921; President H. W. Dennis, in the chair; F. G. Dessery, Secretary; and present, also, 48 members and 16 guests.

President Dennis introduced H. T. Corey, M. Am. Soc. C. E., as the speaker of the evening, who addressed the Section on "The Larger Nile Project". In the course of his remarks on the irrigation problems of Egypt and the Soudan, Mr. Corey, who served on the International Commission which investigated the

subject in 1920, pointed out the problems of control and pondage of waters from the Blue Nile and the White Nile, and the various causes leading to the contention between Egypt and the Soudan over water rights in the Nile Valley. Mr. Corey also discussed the work of the International Commission and described many interesting customs of the people in these countries, their agricultural methods, the climatic conditions, and the British administration of affairs in Egypt and the Soudan. The subject was discussed by Messrs. Hill, Dennis, Tait, and Smith.

President Dennis referred briefly to resolutions of the St. Louis Section and other correspondence relative to the proposed revision of the Constitution of the Society.

F. L. Sellew, Chairman of the Sewage Committee, reported progress of the Committee's work.

President Dennis announced the continuation of the Committee on Conservation with Mr. Franklin Thomas, as Chairman, and Messrs. T. D. Allin, S. B. Morris, E. A. Rowe, and W. S. Post, as the other members.

A brief address on the proposed location of the new Public Library was made by Mr. W. D. Smith, Secretary of the City Planning Association, and President Dennis ordered this matter referred to the Committee on City Planning.

New York Section Announces Programme for the Season of 1921-1922

The New York Section has announced its programme for the season of 1921-22, in the arrangement of which the main thought has been to adhere to the principle laid down by the Section in its first year of activity, namely, to confine itself largely to the discussion of problems touching the engineering life of the Metropolitan District. With that end in view, six of the eight meetings concern themselves with such problems.

Three joint meetings with the New York Sections of other National Engineering Societies have been arranged in continuance of last years' practice in that respect. One of these meetings relates to a Metropolitan District Problem, that of the Port of New York, and the other two with matters of more general engineering interest. The Section this year proposes to have a more limited number of invited speakers, ranging from five to seven, and to allow a fair amount of time for discussion from the floor. The programme has been prepared by a committee of which E. J. Mehren, Assoc. Am. Soc. C. E., is Chairman, and although the meetings are planned under the auspices of the New York Section, all members of the Society are cordially invited to attend. The programme as it has been outlined for the season is as follows:

October 19th, 1921.—"Financing Public Utilities and Large Engineering Projects." This meeting will be a joint meeting with the New York Sections of the American Society of Mechanical Engineers, the American Institute of Mining and Metallurgical Engineers, and the American Institute of Electrical Engineers, and the opening address will be made by Mr. A. B. Leach, of A. B. Leach and Company, Bankers.

November 14th, 1921.—"The St. Lawrence Ship Channel and Power Project." This will also be a joint meeting with the New York Sections of the

American Society of Mechanical Engineers, the American Institute of Mining and Metallurgical Engineers, and the American Institute of Electrical Engineers, and the subject will be presented by the Hon. Henry J. Allen, Governor of Kansas, and will probably be discussed by the Hon. Nathan L. Miller, Governor of New York State.

December 21st, 1921.—"The Zoning Law—What It Has Done for New York." The opening address on this subject will be made by Edward M. Bassett, Counsel of the Zoning Committee, and Chairman of the Commission which framed the Zoning Law.

January 11th, 1922.—"Traffic Handling—Its Engineering as Well as Regulatory Aspects." The subject will be introduced by E. P. Goodrich, M. Am. Soc. C. E., Consulting Engineer, and Amos Schaeffer, M. Am. Soc. C. E., Consulting Engineer to the President of the Borough of Manhattan.

February 15th, 1922.—"Removal of Solid Wastes." John P. Leo, Commissioner of Street Cleaning, New York City, will make the opening address.

March 15th, 1922.—"Port of New York." This will be a joint meeting with the New York Sections of the American Society of Mechanical Engineers, the American Institute of Mining and Metallurgical Engineers, and the American Institute of Electrical Engineers, and the opening address will be made by E. H. Outerbridge, Chairman of the Port of New York Authority.

April 19th, 1922.—It is hoped that on this date a discussion may be had on the "Proposed Hudson River Bridge," but due to certain contingencies in connection with the work of the corporation promoting the project, the meeting cannot be assured until early in the new year, and, therefore, announcement thereof will be made later.

May 17th, 1922.—"Need of Regional Planning for the New York District." The opening address on this subject will be made by Charles D. Norton, First Chairman of the Plan of Chicago, Ill.

The meetings will be called to order promptly at 7.45 P. M., and unless announcement is made to the contrary later, they will all be held at the Engineering Societies Building, 33 West 39th Street, New York City.

Meeting of the Portland, Ore., Section

A meeting of the Portland Section was held at Peninsula Park Community House on September 16th, 1921. A basket supper was served at 6.30 P. M., and was followed by a short business session with President Reed in the chair; C. P. Keyser, Secretary; and present, also, 20 members and 3 guests.

The minutes of the meeting of April 15th, 1921, were read and approved. The minutes of the Board meetings of June 16th and July 18th, 1921, were also read, and President Reed explained the business of these two meetings, giving an outline of the Questionnaire on Fair Sites which was prepared by the Committee and, on motion, duly seconded, a copy of the Questionnaire was placed on file.

Mr. F. F. Henshaw reviewed the progress of the Committee on National Parks Aggression. It was stated that Mr. Henshaw having retired from the Committee, a final report would be made by Messrs. B. S. Morrow and D. W. Cole. On motion, duly seconded, the Committee was continued.

A letter dated September 2d, 1921, from Mr. J. C. Ralston was read in relation to the appointment of a committee to promote the technical interests and activities of the Society, and on motion, duly seconded, the matter was referred to the Board of Directors with power to act.

The matter of voting on the proposed revised amendments to the Constitution of the Society, which vote is to be canvassed October 5th, 1921, was presented for brief comment. Mr. J. C. Stevens urged all members of the Section to vote, and, on motion, the Secretary was instructed to secure 25 additional ballots from the New York office.

A communication from Mr. Richard L. Humphrey, Chairman of the committee appointed by the Board of Direction to report on the whole question of licensing professional engineers, was read. President Reed called on Mr. O. Laurgaard, President of the Board of Engineering Examiners for Oregon, for discussion of the Oregon statute, in which he was asked for both beneficial and detrimental results. Mr. Laurgaard reviewed the history of registration in the State of Oregon, stating that the statute with minor modifications was the model law proposed some years ago by a committee of the Parent Society. In the beginning of its operation, many ineligible applicants were registered, but as the workings of the law advanced, its administration is automatically eliminating and excluding those who are not entitled to register as professional engineers. Mr. Laurgaard also expressed the opinion that the full benefits of the law, either to the public or to the profession, would not be realized for at least 10 years, until the country at large adopted more or less uniform pertaining laws.

On motion, duly seconded, the Secretary was instructed to send out letters to the membership of the Section for expressions of individual opinions on the subject.

St. Louis Section and New Public Work Construction

The 105th regular meeting of the St. Louis Section was held at the American Hotel, on September 26th, 1921; Past-President Edward E. Wall in the chair; W. R. Crecelius Secretary; and present also 23 members.

A nominating committee consisting of three members was appointed to nominate officers of the Section for 1922.

The meeting was devoted to a discussion of the advisability of proceeding with the construction of new public work at the present time instead of awaiting lower material prices and also lower wages. The subject was generally discussed by those present, but a decided difference of opinion developed, and no definite conclusion was reached.

EMPLOYMENT SERVICE OF THE FEDERATED AMERICAN ENGINEERING SOCIETIES

An Engineering Societies Service Bureau was established December 1st, 1918, as an activity of Engineering Council, managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. On January 1st, 1921, this Bureau was taken over by The Federated American Engineering Societies and is now known as the Employment Service of that organization. It is co-operating with engineering organizations in all parts of the country and is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings,* copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

CONSULTING ENGINEERS experienced in building design are wanted as Sales Representatives in the following cities: Dayton, Columbus, Cincinnati, San Francisco, Los Angeles, Spokane, Seattle, Tacoma, Toledo, Buffalo, Rochester, Atlanta, Denver, Salt Lake City, Montreal, and Toronto. The work does not require a large amount of time, but men of the very best caliber are absolutely essential. The Sales Representative must be a man who is in close touch with the building situation in his territory. Sales experience is not as important as ability to think straight. Each territory offers a splendid opportunity for the right man. X–1015.

ENGINEERS (2), with some experience in irrigation. It is necessary that the applicants be able to speak Spanish to some extent. Location, Santo Domingo. X–1068.

SALESMEN with practical engineering experience and who have sold technical products. Must have had road experience. Two men needed. One for New England and one for local territory. Also, two for Western territory. X–1107.

IRRIGATION ENGINEER qualified in office and field routine and in the operation and maintenance of a large irrigation project. Must be well versed in organization, water distribution, and determination of flow. Permanent position which will afford excellent prospects for advancement. Application by letter. State education, experience in detail, and least salary to start. Location, California. X–1123.

MEN AVAILABLE

GRADUATE CIVIL ENGINEER, Assoc. M. Am. Soc. C. E., age 35; married. Ten years' experience in structural design, detailing, estimating, and supervision of reinforced concrete, steel, and timber buildings. For past four years have been engaged with contractor in industrial plant layout and design. Desires connection in Philadelphia district. CE–260.

ENGINEER WITH FOREIGN CONNECTIONS, Assoc. M. Am. Soc. C. E. Has designed and shipped material and equipment for industrial and housing purposes in the Latin Americas and the Far East. Thoroughly experienced in export work of this type and in constant touch with the construction material market throughout the world. Has office space and organization available. Open to any inducement. CE–261.

CONSTRUCTION MANAGER, age 40. Fifteen years' experience as Engineer and Superintendent, including construction of railroads, bridges, highways, difficult foundations, coffer-dams, caissons, docks, piers, shipways, bulkheads, wood, concrete, and steel piling dredging, etc. A capable organizer and executive. CE–262.

CIVIL ENGINEER, Assoc. M. Am. Soc. C. E., age 36. Eighteen years' experience on construction work. Extensive experience on river and harbor improvements; surveys for and supervision of hydraulic dredging; supervision of pile foundations and heavy concrete construction. Has had charge of office and field construction and surveys. More than 10 years in responsible charge of work. Location preferably in New York City, Newark, N. J., or immediate vicinity. CE–263.

CONSTRUCTION ENGINEER OR SUPERINTENDENT, Assoc. M. Am. Soc. C. E., age 39, married. Eighteen years' broad experience in construction field, including industrial plants, buildings, steam power stations, heavy concrete construction, foundations, sewers, highways, docks, and railroads. Familiar with costs, estimates, progress, etc. Can handle both field and office work. Available at once. Location immaterial. CE-264.

STRUCTURAL ENGINEER, 1913 technical graduate, Assoc. M. Am. Soc. C. E. Experience as follows: Design and maintenance of structures and equipment of industrial plants; design of large bridges and buildings of various types and materials; building estimating; building construction and installation of electrical equipment and pipe lines. Has been in charge of designs, estimating, and construction work. Available about October 15th. CE-265.

CIVIL ENGINEER, college graduate, M. Am. Soc. C. E. Twenty years' broad practical engineering and contracting experience on water-works, sewers, highways, hydraulics, and general engineering; with engineers, contractors, and utility holding companies; investigations, reports, design, construction, appraisals. Excellent record and references. Will consider any proposition, engineering or associated work. Member of American and New England Water Works Associations, etc. CE-266.

COST ENGINEER, age 30. Seven years' experience on railroad work, two years as Cost Engineer for a large oil refining company. Desires position with industrial corporation to install and operate Cost, Statistical and Insurance Departments. Prefer South or West, but will accept in other locations. CE-267.

ENGINEER, M. Am. Soc. C. E., technical graduate, age 35. Twelve years' executive experience, designing and constructing all types of structures, subways, viaducts and large factories; steel and reinforced concrete buildings, water supply, sewer system, boiler house, piers, railways and roads. Desires executive position with contractor, manufacturer or engineering firm. CE-268.

ENGINEER, DESIGNER, AND EXECUTIVE, M. Am. Soc. C. E., age 41, married. About twenty years' experience as engineer and executive. Specialist in the design of water purification plants, having spent more than fifteen years in this line. Would like to associate with engineer or contractor in a general line, but specializing in mechanical filtration. CE-269.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

November 16th, 1921.—2 P. M.—There will be a Symposium on "Stream Pollution and Sewage Disposal".

November 16th, 1921.—8.00 P. M.—A regular business meeting will be held, and a paper by Louis L. Tribus, M. Am. Soc. C. E., entitled "Odors and Their Travel Habits", will be presented for discussion.

This paper was printed in *Proceedings* for August, 1921.

November 17th, 1921.—8 P. M.—There will be a Symposium on "Water Supply and Water Purification".

These meetings will be held in connection with the Annual Meeting of the American Public Health Association.

LIST OF NOMINEES FOR THE OFFICES TO BE FILLED AT THE ANNUAL ELECTION, JANUARY 18th, 1922.*

The following list of nominees for the offices to be filled at the Annual Meeting, January 18th, 1922, received from the Nominating Committee, was presented to the Board of Direction at its meeting of October 10th, 1921. The list has already been mailed to all Corporate Members:

For President, to serve one year:

John R. Freeman, Providence, R. I.

For Vice-Presidents, to serve two years:

C. E. Grunsky, San Francisco, Cal.
Robert Ridgway, New York City.

For Treasurer, to serve one year:

Otis E. Hovey, New York City.

For Directors, to serve four years:

Clifford M. Holland, New York City............District No. 1
Joseph J. Yates, Jersey City, N. J.............District No. 1
Frank E. Winsor, Providence, R. I..............District No. 2
John N. Chester, Pittsburgh, Pa...............District No. 6
Arthur J. Dyer, Nashville, Tenn...............District No. 8
Walter L. Huber, San Francisco, Cal...........District No. 13

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York

* For biographical sketches of the candidates for offices see p. 791.

Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes of the New York Section* are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

"TRANSACTIONS" FOR SALE

It is possible to secure a fairly complete set of the *Transactions* of the Society for a very reasonable price as, owing to limited storage space, the Board of Direction has decided to dispose as rapidly as possible of surplus stock.

Some volumes are entirely out of print. Of those available, the following can now be furnished to *members of the Society* for the prices noted:

Vols. 2, 6, 9-10, 15-20, 22, 24-27, 29-42, 44	(30 Vols.)	$50
" 45, 49-53, Parts A-F of 54, 55-67, 69-70, 72-79	(35 ")	$50

It is suggested that members wishing these volumes send in their orders promptly, as the supply of certain of them is limited. Requests will be filled in order of receipt.

A deduction of $2 per volume will be made for any volume out of print when the order is received.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1921.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper.

All manuscripts submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

* See p. 803.

Papers which, from their general nature, appear to be of a character suitable for oral discussion, will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication in *Proceedings* and with the paper in the volumes of *Transactions.*

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 36 of the Year Book for 1921.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section (Constitution Approved by Board, 1905).

Frederick R. Muhs, President; H. D. Dewell, Secretary-Treasurer, *pro tem.,* 58 Sutter Street, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section (Constitution Approved by Board, 1909).

A. N. Miller, President; Walter L. Drager, Secretary-Treasurer, 412 Tramway Building, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section (Constitution Approved by Board, 1912).

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the second Tuesday of each month, at 1.00 P. M., at the Ansley Hotel, to which visiting members of the Society are welcome. Visitors desiring information will telephone the Secretary, "Ivy 3605."

Baltimore Section (Constitution Approved by Board, 1914).

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section (Constitution Approved by Board, 1921).

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section (Constitution Approved by Board, 1921).

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Meetings are held at the rooms of the Engineers' Club of Columbus in the Southern Hotel. The Annual Meeting is held on the second Friday of

November and at least two other meetings are held each year the dates of which are designated by the Board of Direction of the Section.

Cincinnati Section (Constitution Approved by Board, 1920).

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 13 East Third Street, Cincinnati, Ohio.

Cleveland Section (Constitution Approved by Board, 1915).

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the rooms of the Section, Hotel Winton. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section (Constitution Approved by Board, 1919).

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section (Constitution Approved by Board, 1916).

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section (Constitution Approved by Board, 1916).

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 2001 Sixteenth Street, N. W., Washington, D. C.

Duluth Section (Constitution Approved by Board, 1917).

John L. Pickles, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section (Constitution Approved by Board, 1916).

Charles B. Burdick, President; W. D. Gerber, Secretary-Treasurer, 918 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section (Constitution Approved by Board, 1920).

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Los Angeles Section (Constitution Approved by Board, 1913).

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection

with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Louisiana Section (Constitution Approved by Board, 1914).

Ole K. Olsen, President; F. A. Muth, Secretary, 224 Custom House Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nashville Section (Constitution Approved by Board, 1921).

Arthur J. Dyer, President; Granbery Jackson, Secretary-Treasurer, 220 Capitol Boulevard, Nashville, Tenn.

Nebraska Section (Constitution Approved by Board, 1917).

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section (Constitution Approved by Board, 1920).

Nelson P. Lewis, President; J. P. J. Williams, Secretary, 33 West 39th Street, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section (Constitution Approved by Board, 1914).

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Avenue, St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Oklahoma Section (Constitution Approved by Board, 1920).

H. V. Hinckley, President; R. E. Brownell, Secretary-Treasurer, 401 First National Bank Building, Oklahoma, Okla.

Philadelphia Section (Constitution Approved by Board, 1913).

John Meigs, President; S. C. Hollister, Secretary, 1200 Land Title Building, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held at times announced in advance.

Pittsburgh Section (Constitution Approved by Board, 1918).

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 1510 Carson Street, Pittsburgh, Pa.

Portland (Ore.) Section (Constitution Approved by Board, 1913).

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held regularly on the third Friday of each month. All members of the Society in any grade are cordially invited to attend.

Providence (R. I.) Section (Constitution Approved by Board, 1920).

Sydney Wilmot, Chairman; Robert L. Bowen, Secretary-Treasurer, 26 Sycamore Street, Providence, R. I.

The Section regularly holds meetings jointly with the Structural and Municipal Sections of the Providence Engineering Society, at the Society Rooms, 29 Waterman Street, on the fourth Tuesday of each month, from September to May. The Annual Meeting is held in May. All visiting members of the Society are cordially invited to attend these meetings.

St. Louis Section (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section (Constitution Approved by Board, 1915).

F. J. Grumm, President; J. Y. Jewett, Secretary-Treasurer, Administration Building, Balboa Park, San Diego, Cal.

The San Diego Section of the American Society of Civil Engineers meets on announcement. Pilgrimages to points of engineering interest are made at intervals throughout the year.

Seattle Section (Constitution Approved by Board, 1913).

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1319 L. C. Smith Building, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Spokane Section (Constitution Approved by Board, 1914).

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Meetings are held on the second Friday of each month. These meetings are noonday luncheons at Davenport's, and all visiting members of the Society are invited to attend.

Texas Section (Constitution Approved by Board, 1913).

J. H. Brillhart, President; E. N. Noyes, Secretary, 1107 Dallas County Bank Building, Dallas, Tex.

Utah Section (Constitution Approved by Board, 1916).

W. R. Armstrong, President; H. S. Kleinschmidt, Secretary-Treasurer, 222 Felt Building, Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the Secretary.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS*

Leland Stanford, Jr., University Student Chapter, Organized 1920.

R. L. Wing, President; John H. Colton, Corresponding Secretary, Box 121, Stanford, Cal.

Alabama Polytechnic Institute Student Chapter, Organized 1921.

Alfred D. Boyd, Secretary, Alabama Polytechnic Institute, Auburn, Ala.

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

Clinton H. Wood, President; H. J. Miller, Secretary of Section I; Alvord C. Stutson, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

California Institute of Technology Student Chapter, Organized 1921.

J. Arthur Macdonald, Secretary, California Institute of Technology, Pasadena, Cal.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

E. C. Larson, President; T. W. Broughton, Secretary, 2165 Fourteenth Street, Troy, N. Y.

Cornell University Student Chapter, Organized 1921.

John J. Chavanne, Jr., Secretary, Cornell University, Ithaca, N. Y.

Drexel Institute Student Chapter, Organized 1920.

Miles N. Clair, Chairman; Raymond Radbill, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Johns Hopkins University Student Chapter, Organized 1921.

Eric M. Arndt, President; Melvin E. Scheidt, Secretary, Box 566, Homewood, Baltimore, Md.

Massachusetts Institute of Technology Student Chapter, Organized 1921.

D. H. McCreery, President; T. S. Wray, Secretary, Massachusetts Institute of Technology, Cambridge, Mass.

New York University Student Chapter, Organized 1921.

William J. Kiehnle, President; George H. Martin, Jr., Secretary, New York University, University Heights, New York City.

Oregon State Agricultural College Student Chapter, Organized 1921.

John B. Alexander, Secretary, Omega Upsilon House, Oregon State Agricultural College, Corvallis, Ore.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

* By a recent ruling of the Board of Direction, the minimum membership of a Student Chapter has been fixed at 12 instead of 20.

Polytechnic Institute of Brooklyn Student Chapter, Organized 1921.

Richard Kanegsberg, Secretary, Polytechnic Institute of Brooklyn, Brooklyn, N. Y.

Purdue University Student Chapter, Organized 1921.

Donald A. Leach, President, 208 Fowler Avenue, West Lafayette, Ind.

Rose Polytechnic Institute Student Chapter, Organized 1921.

Kenneth L. De Blois, President; Duncan Baker, Secretary, 1606 North Eighth Street, Terre Haute, Ind.

Rutgers College Student Chapter, Organized 1921.

L. C. Kuhl, President; A. C. Ely, Secretary, 105 Winants Hall, Rutgers College, New Brunswick, N. J.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

Swarthmore College Student Chapter, Organized 1921.

Edward E. Bartleson, Secretary, Swarthmore College, Swarthmore, Pa.

Syracuse University Student Chapter, Organized 1921.

Arthur V. Dollard, Secretary, College of Applied Science, Syracuse University, Syracuse, N. Y.

University of California Student Chaper, Organized 1921.

H. G. Gerdes, Secretary, Care, Prof. Charles Derleth, Jr., College of Civil Engineering, University of California, Berkeley, Cal.

University of Colorado Civil Engineering Society Student Chapter, Organized 1920.

W. C. Peterson, President; D. H. McNeal, Secretary, 1205 Thirteenth Street, Boulder, Colo.

University of Illinois Student Chapter, Organized 1921.

A. L. R. Sanders, President; M. E. Jansson, Secretary, University of Illinois, Urbana, Ill.

University of Kansas Student Chapter, Organized 1921.

Waldo G. Bowman, Secretary, 1106 Ohio Street, Lawrence, Kans.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Maine Student Chapter, Organized 1921.

George H. Ferguson, Jr., Secretary, University of Maine, Orono, Me.

University of Pennsylvania Student Chapter, Organized 1920.

Charles W. Foppert, President; Fred Welchy, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

W. E. Marshall, President; Paul H. Young, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

W. H. D. Taylor, President; Phil M. Ferguson, Secretary, 511 West 19th Street, Austin, Tex.

University of Washington Student Chapter, Organized 1921.

G. B. Richardson, President; Grace Eugenie Morrill, Secretary, University of Washington, Seattle, Wash.

University of Wisconsin Student Chapter, Organized 1921.

Herbert Wheaton, President; Olaf N. Rove, Secretary, University of Wisconsin, Madison, Wis.

Virginia Military Institute Student Chapter, Organized 1921

Benjamin F. Parrott, Secretary, Virginia Military Institute, Lexington, Va.

Washington University Collimation Club Student Chapter, Organized 1920.

William D. Rolfe, President; Erwin Bloss, Secretary, Washington University, St. Louis, Mo.

Yale University Student Chapter, Organized 1921.

W. G. Geile, President; P. W. Thompson, Secretary, Winchester Hall, New Haven, Conn.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 48, 49, and 50 of the Year Book of the Society for 1921.

NEW BOOKS*

(From September 1st to September 30th, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

ALTERNATING CURRENTS.

By Carl Edward Magnusson. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 559 pp., illus., 9 x 6 in., cloth. $4.50.

A presentation of the fundamental principles of alternating-current phenomena, with illustrations of their application to industrial problems, intended to aid the student in gaining clear concepts of what actually takes place in alternating-current machinery, to explain the relations between the factors involved, and to express the physical facts in mathematical forms in such a manner that he shall understand the equations and be able to use them rationally in the solution of industrial problems.

INDUCTION MOTOR AND OTHER ALTERNATING-CURRENT MOTORS.

By B. A. Behrend. Second Edition, Revised and Enlarged. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 272 pp., ports., diagrams, 9 x 6 in., cloth. $4.00.

This work appeared first in 1901 and is based on a séries of lectures delivered at the University of Wisconsin during the preceding year. This second edition, twenty years later, has been expanded from 105 to 272 pages and thoroughly revised to represent the author's present opinions on its subject. The book is not meant to be encyclopedic. It is, in the words of the author, "essentially the work of an engineer, who has had the good fortune to have been actively associated with the art of electrical engineering through almost three decades and who has had a part in the development of the machines about which he writes". He thus addresses himself to his fellow-engineers, revealing the methods which he has followed in the design and construction of alternating-current motors, of which literally millions of horse-power were executed under his direction.

AMERICA'S POWER RESOURCES.

By Chester G. Gilbert and Joseph E. Pogue. N. Y., The Century Co., 1921. 326 pp., illus., 8 x 5 in., cloth. $2.50.

An attempt to interpret the importance attaching to the energy resources, coal, oil, natural gas, and water-power, to point to the shortcomings in the way they are handled, to outline the changes in the administration of energy which are bound to come into play if due social and industrial progress is to be attained, and to indicate the avenues of advance along which constructive efforts should be applied. The material presented is largely the result of investigations by the authors, brought out from time to time as special papers, emanating mostly from the Division of Mineral Technology, United States National Museum, and more popularly presented here in a unified and less technical form.

POWER HOUSE DESIGN.

By Sir John F. C. Snell. Second Edition. (Electrical Engineering Series.) Lond. and N. Y., Longmans, Green & Co., 1921. 535 pp., illus., diagrams, tab., 9 x 6 in., cloth. $14.00.

In preparing this book, the author has drawn on his own experience of more than twenty years and has collected and classified the experience of other engineers. The information thus acquired has been carefully sifted and condensed in the present volume, which the author believes to contain all the requisite practical information on its subject. The principles and information given cover the design and equipment of central stations and isolated plants for supplying light and power to cities, factories, mines, railroads, etc., and are accompanied by typical examples of modern installations. This edition has been thoroughly revised and to a considerable extent rewritten.

ELECTRIC FURNACE.

By J. N. Pring. (Monographs on Industrial Chemistry.) Lond. and N. Y., Longmans, Green & Co., 1921. 485 pp., pl., illus., 9 x 6 in., cloth. $10.50.

Although the most noteworthy branches of the electro-chemical and electro-metallurgical industries have been described in a number of publications, the present rapid progress of these enterprises demands a frequent revision and extension of the literature. This volume is an additional contribution to the general technical discussion of the position and prospects of high-temperature industrial chemistry. The author reviews the history and principles of

*Unless otherwise specified, books in this list have been donated by the publishers.

the electric furnace and describes the types in use. Current supply, transformers and the measurement of high temperatures are treated and the use of the electric furnace in the metallurgy and chemistry of the important metals is described. Attention is also given to furnace design and to the economic aspects of electro-chemical processes. A useful bibliography is appended.

AUTOMATIC TELEPHONY.

By Arthur Bessey Smith and Wilson Lee Campbell. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 430 pp., illus., diagrams, 9 x 6 in., cloth. $5.00.

The method adopted is to describe fully the typical circuits and apparatus of the Strowger type, and to outline briefly the other important systems. By this method it has been possible to explain the principles and methods fully enough for their application to other makes of equipment, without attempting to narrate the practice of all manufacturers in detail. This edition is radically changed from the previous one, by the elimination of obsolete matter and the introduction of new material.

E. M. F. ELECTRICAL YEAR BOOK.

Edited by Frank H. Bernhard. Annual Edition, 1921. Chic., Electrical Trade Publishing Co. 1406 pp., illus., 12 x 9 in., cloth. $10.00.

This book is a combined encyclopedia, dictionary, and trade directory of the electrical industry, prepared by a large editorial staff, and containing a great amount of up-to-date information of the kind most sought by those connected with electrical enterprises or using electricity. The volume is arranged alphabetically and is a convenient reference book on matters of theoretical, technical, and industrial interest.

WHITTAKER'S ELECTRICAL ENGINEER'S POCKET-BOOK.

Edited by R. E. Neale. Fourth Edition. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1920. 671 pp., illus., 6 x 4 in., cloth. $4.00.

This edition, the first in nine years, has been entirely rewritten. Its scope has been materially extended and the assistance of several specialists secured in order that the treatment of each subject might accord with the latest practice. Although covering the range of matter and having the convenience of reference commonly expected from a pocket-book, the book is intended, also to furnish an up-to-date synopsis of each subject which will have the coherency and wealth of detail usually found only in textbooks, so that the volume may be equally useful for systematic reading and for reference. The field covered is broadly that of industrial electrical engineering.

AEROPLANE PERFORMANCE CALCULATIONS.

By Harris Booth. (The Directly-Useful Technical Series.) N. Y., E. P. Dutton & Co., 1921. 207 pp., diagrams, 9 x 6 in., cloth. $8.00.

This book, it is hoped, will meet the need of aeronautical engineers and designers for a practical method of calculation. The subject-matter is in three sections: First, a descriptive and theoretical section explaining the points to be noticed and deriving the necessary formulas; second, an explanation of practical procedure; and third, an example of the application of the method to an actual machine.

THERMODYNAMICS.

By J. E. Emsweiler. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 266 pp., diagrams, 9 x 6 in., cloth. $3.00.

An attempt to present the subject progressively so that the reader may easily recognize the relation of each new demonstration to the whole. For this purpose the order of presentation is changed from that generally used. Steam is placed first, followed by vapor refrigeration, after which the permanent gases, mixtures, and air heat engines are studied. Formal discussion of the laws of thermodynamics and the kinetic theory of gases is postponed until the close of the book.

OIL FLOW IN PIPE LINES.

By R. S. Danforth. San Fran., King, Knight Co., 1921. 12 pp., charts, 9 x 12 in., paper. $3.00.

These charts have been compiled to facilitate the solution of problems in oil pumping. They are derived from the formulas and method of computation used by the author in his monograph entitled "Friction Losses in Oil Pipe Lines" and are based on the law of the flow of liquids in pipe lines deduced at the National Physical Laboratory of Great Britain. The charts will apply to the flow of any liquid or gas in cases where the inside surface of the pipe is of the roughness ordinarily found in oil pipe lines.

BROWN'S DIRECTORY OF AMERICAN GAS COMPANIES.

1921 Edition. N. Y., Robbins Publishing Co., Inc. 1090 pp., illus., 12 x 9 in., cloth. $10.00.

The first section of this work contains condensed catalogues of the principal manufacturers of gas equipment, appliances, and supplies, standardized as to form and style and comprehensively indexed. The second section gives technical and commercial gas company

statistics, arranged alphabetically by States and cities, including plants supplying cities and towns, by-product coke oven plants, natural gas companies, holding and operating companies, etc. More than 1 800 plants are included. Other sections give financial reports for 332 companies in the principal cities, lists of gas associations, and a directory of association members. The volume covers North, Central and South America and the West Indies.

UNION ENGINEERING HANDBOOK;

Pumping Machinery, Air Compressors, Condensers. Compiled by E. P. Ordway. Battle Creek, Mich., Union Steam Pump Co., 1921. 442 pp., illus., 9 x 5 in., cloth. $2.00.

Intended for engineers, architects, and others interested in air compressors, condensers and steam, centrifugal, power, and vacuum pumps. Contains the engineering information and data usually desired in calculating the problems encountered in handling these machines, with special information on the products of the company which publishes the book.

WIRTSCHAFTLICHES SCHLEIFEN.

Compiled by G. Schlesinger. Berlin, Julius Springer, 1921. 103 pp., illus., 12 x 9 in., paper. 24 marks.

A collection of essays on grinding machines and processes, based on German and American shop practice, and intended to call attention to the advantages of grinding, its use for various purposes, and the machines and methods used. The articles first appeared in Vols. 11 to 15 of "Werkstattstechnik".

DER 1 000 PS FLUGMOTOR.

By Edmund Rumpler. München, R. Oldenbourg, 1921. 63 pp., pl., 21 x 10 in., cloth. 50 marks.

Present-day aviation engines are, according to this monograph, only lighter automobile engines, constructed in almost every case by automobile engineers without special knowledge of the problems of flight. The engine here described is designed to meet the peculiar conditions of flight and overcome the deficiencies of the engines hitherto used. The text and drawings illustrate a 1 000-h. p. engine, a combination of the radial and horizontal arrangement of cylinders, having four sets of seven radial cylinders.

THEORIE UND WIRKLICHKEIT BEI TRIEBWERKEN UND BREMSEN.

By St. Löffler. München und Berlin, R. Oldenbourg, 1919. 94 pp., 9 x 6 in., paper. 5.50 marks.

This small volume contains the author's answers to various criticisms of the theory advanced by him in his earlier volume entitled "Mechanische Triebwerke und Bremsen". The various objections to his former assertions are met and answered in detail.

CONCENTRATION BY FLOTATION.

Compiled and Edited by T. A. Rickard. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 692 pp., illus., diagrams, 9 x 6 in., cloth. $7.00.

This book is a compilation of forty articles which appeared in the *Mining and Scientific Press* during the years 1915 to 1920. Twenty-two of these articles have already been reprinted in "The Flotation Process" or "Flotation", two previous compilations; the remainder appear for the first time in book form. The book does not pretend to be a comprehensive treatise on flotation, but is intended to provide a convenient compendium of the principal literature on the technology of the process, which may be helpful to those engaged in using and developing it.

THE METALLURGY OF THE COMMON METALS.

By Leonard S. Austin. Fifth Edition, Revised and Enlarged. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 615 pp., illus., 9 x 6 in., cloth. $7.00.

This is an outline of the processes in general use for winning the common metals from their ores and refining them. Following the description of ores, fuels, and furnace materials, the methods of sampling and preparing ores are explained and an account is given of the principles of thermo-chemistry as applied to igneous methods of extraction. The winning or reduction of each metal and the method for refining it is then described. Pains have been taken to give the underlying principles, as well as the details of methods and equipment and their cost. A chapter is devoted to the economic situation of metallurgical industries.

YEAR BOOK OF THE AMERICAN BUREAU OF METAL STATISTICS.

Annual Issue, 1920. 62 pp., tab., 10 x 8 in., paper.

This book, prepared under the direction of W. R. Ingalls, was designed to be a compilation of the statistics of the production, consumption, and commercial movements of copper, lead, and zinc in the principal countries of the world, covering, in general, the last ten years. The figures given are taken from the best available Government and commercial sources, and great care has been taken to insure accuracy. The countries included are the United States, Great Britain, France, Belgium, Sweden, Italy, and Japan.

MINE ACCOUNTING AND COST PRINCIPLES.

By T. O. McGrath. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 257 pp., tab., 9 x 6 in., cloth. $4.00.

The method of accounting presented in this book is based, in the author's opinion, on the correct basis, and can be used in accounting and cost procedure in any mine, regardless of operating methods or the character of the ores, thus allowing uniformity in practice. The principles of the method are stated fully in the book, and sufficient forms, charts, records, and instructions are given to illustrate how the principles are applied in practice.

THE ECONOMIC ASPECTS OF GEOLOGY.

By C. K. Leith. N. Y., Henry Holt & Co., copyright 1921, 457 pp., 9 x 6 in., cloth. $4.50.

The purpose of this book is to indicate and illustrate, in some perspective, the general nature of the application of geology to practical affairs, without exhaustive discussion of the principles of geology which are involved. It attempts to explain the nature of the economic demands for the science of geology, and to discuss something of the philosophy of the finding and use of raw materials.

OUTLINES OF GEOLOGIC HISTORY,

With especial Reference to North America. Symposium Organized by Bailey Willis. Compilation Edited by Rollin D. Salisbury. Chic., Univ. of Chicago Press. 306 pp., illus., 9 x 6 in., cloth. $1.65.

These essays, which have appeared in the *Journal of Geology*, are now collected in book form. They present, in broad outlines, a summary of the present state of knowledge and opinion concerning many of the fundamental problems of North American geology. Fifteen palæographic maps by Bailey Willis are included.

A TEXTBOOK OF GEOLOGY.

By Amadeus W. Grabau. Part 2: Historical Geology. N. Y., D. C. Heath & Co., copyright 1921. 976 pp., illus., 9 x 6 in., cloth. $6.00.

This volume of Dr. Grabau's treatise is devoted to historical geology. The treatment is a departure from that usually followed in textbooks of this class, emphasis being placed on stratigraphic, rather than biologic, development. The latter, although not neglected, has been mainly segregated in special chapters. The chapters dealing with the systems are uniform in plan. After a brief historical consideration, several characteristic sections are described. Then the stratigraphic development in America and Europe is discussed, and the relationship of the formations at the time of formation and the geographic conditions which determined their distribution and character are shown. Although prepared for college classes, the book is also intended as a reference text.

FAMOUS CHEMISTS.

By Sir William A. Tilden. Lond., G. Routledge & Sons., Ltd.; N. Y., E. P. Dutton & Co., 1921. 296 pp., ports., 9 x 6 in., cloth. $5.00.

Sir William Tilden has sketched the lives of some of the most prominent chemists of the past, in a style suitable for general reading. The guiding principle of his selection of subjects has been the evolution of the atomic theory, and he has limited the book to men whose discoveries have been indispensable to progress along that line.

A DICTIONARY OF APPLIED CHEMISTRY.

By Sir Edward Thorpe. Vol. 2. Revised and Enlarged Edition. Lond. and N. Y., Longmans, Green and Co., 1921. 717 pp., illus., 9 x 6 in., cloth. $20.00.

The second volume of this welcome revision of the standard reference work in English on applied chemistry to appear during 1921 carries the work to the subject of Explosion. Under the direction of Sir Edward Thorpe, the work has been done by a long list of competent authorities, who have signed all the longer articles. The work, when complete, promises to be about one-third larger than before.

ANALYTIC GEOMETRY, WITH INTRODUCTORY CHAPTER ON THE CALCULUS.

By Claude Irwin Palmer and William Charles Krathwohl. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 347 pp., 8 x 5 in., cloth. $2.50.

The object of this book is to present analytic geometry to the student in as natural and simple a manner as possible without losing mathematical rigor. It is based on the course given at the Armour Institute of Technology.

A FIRST COURSE IN ANALYTICAL GEOMETRY.

By Charles N. Schmall. Second Edition, Enlarged. N. Y., D. Van Nostrand Co., 1921. 338 pp., 8 x 5 in., cloth. $2.25.

A course of moderate scope, designed for use in colleges and scientific schools, and as an introduction to advanced courses.

INDUSTRIAL MATHEMATICS PRACTICALLY APPLIED.

By Paul V. Farnsworth. N. Y., D. Van Nostrand Co., 1921. 272 pp., illus., tables, 8 x 5 in., cloth. $2.50.

A textbook prepared by an instructor of apprentices who has also had practical shop experience. Every effort has been made to simplify the path for the beginner and to provide problems that are practical and stimulating.

VOLUMETRIC ANALYSIS.

By Charles H. Hampshire. Third Edition. Phila., P. Blakiston's Son & Co., 1921. 124 pp., 8 x 5 in., cloth. $1.75.

A brief general course for beginners, to which an additional course for students of pharmacy is added. It is intended to enable the student to proceed to the use of larger works on special branches.

COLORIMETRIC ANALYSIS.

By F. D. Snell. N. Y., D. Nostrand Co., 1921. 150 pp., illus., 8 x 6 in., cloth. $2.00.

A reference book for the analytical chemist, containing all the colorimetric tests that the author believes of practical value.

CRAIN'S MARKET DATA BOOK AND DIRECTORY

Of Class, Trade, and Technical Publications, 1921. Chicago, G. D. Crain, Jr. 462 pp., 9 x 6 in., cloth. $5.00.

This new directory should prove useful to advertisers and others who wish lists of American and Canadian periodicals covering various lines. The information given is grouped under the various trades, professions, and industries, arranged alphabetically. Each section opens with a concise statement concerning the industry, showing its size, annual expenditures and receipts, interests, etc. This is followed by a list of the journals covering the class, in which subscription prices, circulation, and advertising rates are given. Indexes to the classification and the journals are given.

DAVISON'S TEXTILE "BLUE BOOK", UNITED STATES AND CANADA.

Thirty-fourth Annual Edition, July, 1921 to July, 1922. Handy Edition. N. Y., Davison Publishing Co. 1584 pp., 8 x 5 in., cloth. $5.00.

This directory covers very thoroughly the textile industry of North America in all its branches, including mills, dye houses, dealers, and supply merchants. Details concerning the ownership, size, and products are given for each mill. The contents are classified under twenty-one headings, for convenient reference. The present edition has been carefully revised and includes 708 new manufacturers.

MACRAE'S BLUE BOOK:

Vol. 12, 1921. Chic. and N. Y., McRae's Blue Book Co. 1680 pp., 11 x 9 in., cloth. $10.00.

This guide for buyers contains a collection of condensed catalogues, a list of manufacturers with their addresses, a classified list of materials with their manufacturers, an index of trade names, and a collection of data needed by purchasing agents. Thirty thousand manufacturers are included, classified under 16 000 subjects. The Directory is intended especially for buyers of railway supplies, iron and steel, and building material.

ETUDE DES MOUVEMENTS APPLIQUÉE.

By Frank B. Gilbreth and L. M. Gilbreth. Paris, Dunod, 1921. 161 pp., 8 x 5 in., paper. (Gift of the Authors.)

In 1918, Mr. Gilbreth's "Motion Study" appeared in French. Evidently, it attracted interest, for it is now followed by a translation of "Applied Motion Study", a collection of papers by Mr. and Mrs. Gilbreth which was published in this country in 1919. The publication of the book is an indication of the keen interest of French engineers and manufacturers in American methods of production.

STATIQUE DYNAMIQUE.

By M. Stuyvaert. Gand, Van Rysselberghe & Rombaut, 1920. 205 pp., diagrs., 9 x 6 in., paper. 20 francs.

An elementary treatise on mechanics intended for engineering students. By the omission of those mathematical developments that have no practical value to the engineer, the author has produced a book of modest dimensions, well adapted to teach the subject in a minimum number of lessons.

GRUNDLAGEN UND GERATE TECHNISCHER LANGENMESSUNGEN.

By G. Berndt and H. Schulz. Berlin, Julius Springer, 1921. 216 pp., illus., 10 x 6 in., paper. 48 marks.

This discussion of the principles on which our measurements of length rest and the instruments used for measurement is intended for engineers and machinists engaged in

manufacturing industries. The book first explains the development of the metric system, the standard meter, and the methods of reproducing it. The development of industrial measures and gauges is then described fully, their exactness discussed, and the physiological errors that occur are explained.

RAILROAD SHOP PRACTICE.

By Frank A. Stanley. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 331 pp., illus., 9 x 6 in., cloth. $4.00.

The purpose of this book is to show typical methods and appliances as adapted to the work of various railroad repair shops, large, medium, and small, situated in different parts of the United States. Much of the material presented has been taken from the articles by the author and others in technical journals, but considerable of it is new.

PRACTICAL TRACK MAINTENANCE.

By Kenneth L. Van Auken. Second Edition. Chic., Railway Educational Press, Inc., 1921. 274 pp., illus., 8 x 5 in., cloth. $2.50.

Van Auken's book is designed to cover the essentials of routine section work, as approved by practical track men of varied experience. It is adapted, therefore, for use as a guide in the everyday work of the foreman or supervisor. The second edition is apparently an unchanged reprint of the first.

CONCRETE WORK.

By William Kendrick Hatt and Walter C. Voss. Vol. 2. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 206 pp., illus., 8 x 5 in., cloth. $2.00.

The second volume of this practical textbook is a systematic course in the application of the fundamentals of concrete work, as set forth in Vol. 1, to a series of representative examples. The complete work forms an unusually practical course in concrete construction.

A. S. T. M. STANDARDS, 1921.

Phila., American Society for Testing Materials. 890 pp., illus., 9 x 6 in., cloth. $10.00.

The 1921 volume of standards contains the specifications and methods of testing approved by the Society. These number 160, and have to do with a variety of materials—ferrous and non-ferrous metals, cement, lime, gypsum and clay products, preservative coatings, road materials, coal and coke, timber, timber preservatives, etc. Nearly one-half of the standards have been revised since the last edition appeared, or are new.

ELEMENTS OF SPECIFICATION WRITING.

By Richard Shelton Kirby. Second Edition, Revised. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 153 pp., 9 x 6 in., cloth. $1.50.

This is a textbook on the art of specification writing, not a collection of specifications. It is based on the course given by the author in the Sheffield Scientific School of Yale University. The revision has been made with the purpose of modernizing the book and of making it more useful for those outside the Profession of Civil Engineering.

MEMBERSHIP

(From September 6th to October 4th, 1921)

ADDITIONS

MEMBERS		Date of Membership.
AUSTIN, FRANK WILLIS. City Engr., 506 West 1st St., Chanute, Kans	Assoc. M. M.	Mar. 5, 1912 Sept. 12, 1921
BLIGHT, ARTHUR FREDERICK. Res. Engr., Southern California Edison Co., Big Creek, Cal	Jun. Assoc. M. M.	Feb. 28, 1911 Jan. 6, 1915 Sept. 12, 1921
BREUCHAUD, JULES ROWLEY. (Underpinning & Foundation Co.), 290 Broadway, New York City	Jun. Assoc. M. M.	Nov. 1, 1904 May 2, 1911 April 26, 1921
CLARKSON, WALTER LEAKE. Archt., 905 Ave. C., Bayonne, N. J		Sept. 12, 1921
DYER, JOHN, JR. Contr. and Builder, 17 Steuben St., Room 30, Albany, N. Y		Sept. 12, 1921
ELSTON, ALLAN VAUGHN. Cons. Engr. (Elston, Axon & Russell), 404 McDaniel Bldg., Springfield, Mo	Assoc. M. M.	April 14, 1919 Sept. 12, 1921
FLOYD, OZRO NOWLIN. Div. Engr., Miami Conservancy Dist., Vandalia, Ohio	Assoc. M. M.	Sept. 3, 1913 Sept. 12, 1921
GRIFFIN, JOHN ALDEN. City Engr., 5125 Woodlawn Ave., Los Angeles, Cal	Assoc. M. M.	July 9, 1912 Sept. 12, 1921
GROSS, CHARLES FREDERICK. Civ. Engr., Wm. Steel & Sons Co., 1600 Arch St., Philadelphia, Pa	Assoc. M. M.	Sept. 2, 1908 Sept. 12, 1921
HAINES, WILLIAM LAWRENCE ROSS. Asst. Engr., Pennsylvania System, 1126 Pennsylvania Station, Pittsburgh, Pa		Sept. 12, 1921
HARVEY, CLARKE KENNERLEY. Chargeman, U. S. Navy, U. S. Naval Ordnance Plant, South Charleston, W. Va	Assoc. M. M.	May 3, 1910 Sept. 12, 1921
HATHAWAY, CLIFFORD MURRAY. Dist. Engr., Div. of Highways, Dept. of Public Works and Bldgs., Box 36, Effingham, Ill	Jun. Assoc. M. M.	Sept. 1, 1908 Mar. 14, 1916 Sept. 12, 1921
LARSEN, PETER MAGNUS. Supt. of Constr., Widdell Eng. Co., Box 556, Chanute, Kans	Assoc. M. M.	Jan. 14, 1918 Sept. 12, 1921
LEACH, THOMAS. Vice-Pres. and Chf. Engr., Bancroft-Jones Corporation, 11 Hubbard St., Buffalo, N. Y	Jun. Assoc. M. M.	June 30, 1910 Dec. 3, 1912 Sept. 12, 1921
LINTON, WALTER POWELL. Senior Highway Bridge Engr., U. S. Bureau of Public Roads, 410 Hamm Bldg., St. Paul, Minn	Assoc. M. M.	June 6, 1911 Sept. 12, 1921
PATRICK, CHARLES GOODWIN. 307 Thorpe Bldg., Los Angeles, Cal.		Sept. 12, 1921
REINEKING, VICTOR HERMAN. Asst. Engr., Baar & Cunningham, 4832 Sixtieth St., S. E., Portland, Ore		Sept. 12, 1921
REYNOLDS, LEON BENEDICT. (Burns & McDonnell Eng. Co.), 402 Interstate Bldg., Kansas City, Mo	Jun. Assoc. M. M.	Oct. 4, 1910 Aug. 31, 1915 Sept. 12, 1921
SMITH, CHARLES ALFRED. Supt. of Roadway, Georgia Railway & Power Co., 318 Elec. and Gas Bldg., Atlanta, Ga		Sept. 12, 1921
TOZZER, ARTHUR CLARENCE. Vice-Pres. and Gen. Mgr., Turner Constr. Co., 178 Tremont St., Boston, Mass	Jun. Assoc. M. M.	April 4, 1905 Feb. 28, 1911 Sept. 12, 1921

MEMBERS (*Continued*)

		Date of Membership.
TYLER, RICHARD GAINES. Dean. School of Eng., Oklahoma Agri. and Mech. Coll., Stillwater, Okla.	Jun. Assoc. M. M.	Oct. 6, 1908 Nov. 3, 1915 Sept. 12, 1921
WEBSTER, ERNEST CHARLES. Pres., Kamehameha Schools, Honolulu, Hawaii	Assoc. M. M.	Nov. 4, 1914 July 11, 1921
WELTON, ASHLEY JAY. Pres. and Gen. Mgr., The United Contr. Co., 109 Northwestern Bank Bldg., Portland, Ore		Sept. 12, 1921
WHEAT, GEORGE NEVILLE. 4925 Montgall Ave., Kansas City, Mo	Assoc. M. M.	Jan. 4, 1910 Sept. 12, 1921
WOODS, HARLAND CLARK. Acting Dean and Prof. of Civ. Eng., Robert Coll., Constantinople, Turkey	Jun. Assoc. M. M.	Feb. 28, 1911 May 7, 1913 July 11, 1921
ZEISLOFT, EARL ALDERFER. Director and Chf. Engr., Dept. of Public Service, Delaware Bldg., Akron, Ohio	Assoc. M. M.	May 13, 1918 Sept. 12, 1921

ASSOCIATE MEMBERS

ANDERSON, LYTTLETON COOKE. Asst. Gen. Mgr., Nashville Bridge Co., Nashville, Tenn		Sept. 12, 1921
BARCK, WILLIAM FRANK. 1129 Washington St., Hoboken, N. J.		Dec. 6, 1920
BEARD, ARTHUR GARFIELD. Asst. Engr., City of Omaha, 4910 California St., Omaha, Nebr		Sept. 12, 1921
BETTES, RICHARD STOCKWELL. 266 Pearl St., Springfield, Mass.		Sept. 12, 1921
BLACKER, JOHN JOSEPH. 30 Albion St., Waterbury, Conn		April 25, 1921
BRASSEL, THOMAS MELVILLE. Asst. Engr., Transit Constr. Commr. (Res., 943 Sherman Ave.), New York City		Sept. 12, 1921
COOK, FRANK BIGELOW, JR. Structural Designer, Standard Oil Co., of San Francisco, 1831 Tenth Ave., Oakland, Cal		April 25, 1921
CULLETON, LEO GIULIO. Capt., R. E.; Engr. and Mgr. for Italy and the Near East, Worthington Pump & Machinery Corporation of New York, No. 4, Via Dante, Milan, Italy		July 11, 1921
EVANS, WALTER HENRY. Engr., William B. Ittner, 2734 Rutger St., St. Louis, Mo		Sept. 12, 1921
FISHER, HAROLD STUART. Chf. of Party, Southern California Edison Co., Big Creek, Cal		Sept. 12, 1921
FUNDERBURK, JOSEPH VAN METER. Pres. and Gen. Mgr., Monongahela Val. Eng. Co., Morgantown, W. Va		Sept. 12, 1921
GARDNER, FRANK. Supt. of Constr., Stone & Webster, Inc., Apache, Okla.		Sept. 12, 1921
GILKEY, HERBERT JAMES. 605 West Illinois St., Urbana, Ill		Sept. 12, 1921
GOODWYN, RICHARD TUGGLE, JR. Div. Engr., State Highway Dept., Athens, Ga		Sept. 12, 1921
GRAY, JACOB MICHAEL. Archt. and Engr., 38 Park Row, Room 1009, New York City (Res., Wayne and Waldo Aves., White Plains, N. Y.)		April 25, 1921
GREENOUGH, PERCY JULIAN. Engr., Woodhaven Water Supply Co., 4026 Ninety-first Ave., Woodhaven, N. Y.	Jun. Assoc. M.	April 19, 1920 Sept. 12, 1921
HARRIS, THOMAS DEVIN. County Highway Engr., Stanley County, Albermarle, N. C		Sept. 12, 1921

ASSOCIATE MEMBERS (*Continued*)

		Date of Membership.
HARRISON, CARTER HARRELL. 705 Sumpter Bldg., Dallas, Tex.		Sept. 12, 1921
HOLBROOK, EDWIN CHARLES. Chf. Engr., Boston Office, Truscon Steel Co., 147 Summer St., Boston, Mass.		Sept. 12, 1921
JOHNSON, JOHN DANIEL. Gen. Supt., W. C. Hedrick Constr. Co., Fort Worth, Tex.		Sept. 12, 1921
KEASBEY, HOWARD BUZBY. (Keasbey & Sparks), Salem, N. J.		Sept. 12, 1921
KILCARR, GILBERT MICHAEL. Cons. Engr., 25 Church St., New York City		Sept. 12, 1921
KNAPP, WILLARD ALFRED. Associate Prof., Structural Eng., Purdue Univ., 105 Fowler Ave., West Lafayette, Ind.		July 11, 1921
LINDSEY, HARRY. Box 368, Helena, Mont.		Sept. 12, 1921
MCGREGOR, FLINT. Bldg. Contr., 925 Mills Bldg., El Paso, Tex.		Sept. 12, 1921
MICHENER, HOWARD PERRY. Asst. Engr., Public Service Comm. and Transit Constr. Comm., 49 Lafayette St., New York City (Res., Seaview Ave., Richmond, N. Y.)	Jun. Assoc. M.	May 7, 1913 June 6, 1921
MORGAN, WALTER LLEWELLYN. Prin. Asst. County Engr., Spokane County, 1628 East 10th Ave., Spokane, Wash.		Sept. 12, 1921
NELSON, NELS PETER. Div. Engr., M. of W., C. B. & Q. R. R., Box 1129, Casper, Wyo.		Sept. 12, 1921
OLTMANS, JACOB OVERWIN. Supt. of Constr., Wurster Constr. Co., 5311 Irvington Pl., Los Angeles, Cal.		July 11, 1921
OVERLAND, ARTHUR BURDETTE. City Engr., Austin, Minn.		Sept. 12, 1921
PORTER, JOHN HART. Asst. to Dist. Mgr., Woods Bros. Constr. Co., 2117 Railway Exchange Bldg., St. Louis, Mo.		Sept. 12, 1921
PUDDICOMBE, ALBERT BRUCE. Asst. Engr., Public Works Dept., Shanghai Municipal Council, Shanghai, China	Jun. Assoc. M.	Mar. 12, 1918 April 25, 1921
RICHARDS, GEORGE WILLIAM. Field Engr., Am. Bridge Co., 1530 Frick Bldg., Pittsburgh, Pa.	Jun. Assoc. M.	Sept. 2, 1914 Sept. 12, 1921
RICHART, FRANK ERWIN. Research Asst., Prof., Theoretical and Applied Mechanics, Univ. of Illinois, 300 Laboratory of Applied Mechanics, Urbana, Ill.		Sept. 12, 1921
RIPLEY, JAMES HAZEN. 1140 Park Ave., New York City		Sept. 12, 1921
SEMSEN, ARTHUR ANDERSEN. Senior Land Appraiser, Interstate Commerce Comm., 188 Fifteenth Ave., San Francisco, Cal.		June 6, 1921
SHELDON, FRANK LAWRENCE. Care, F. P. Sheldon & Son, Hospital Trust Bldg., Providence, R. I.		June 6, 1921
SLEIGHT, REUBEN BENJAMIN. Laingsburg, Mich.	Jun. Assoc. M.	Dec. 6, 1915 April 25, 1921
SLOAN, CHARLES ELONZO. Chf. Bridge Draftsman, B. & O. R. R., 2404 Guilford Ave., Baltimore, Md.		Sept. 12, 1921
SMITH, RAY REED. Structural Engr., Interstate Commerce Comm., 40 Parnassus Ave., San Francisco, Cal.		Sept. 12, 1921
SOUTHGATE, JOHN MCKNIGHT. City Engr., Rolla, Mo.		July 11, 1921
STEWART, FRANCIS BENJAMIN. County Surv., Kahoka, Mo.		Sept. 12, 1921
STEWART, FRED JAMES. Prin. Asst. Engr., M. G. Hall, Centerville, Iowa		Sept. 12, 1921
STRAIT, NOYCE WORSTALL. Office Engr., Oakland County Road Comm., Pontiac, Mich.		Sept. 12, 1921

ASSOCIATE MEMBERS (*Continued*)

	Date of Membership.
WADE, CLIFFORD LINWOOD. Engr., Albert B. Drake, 75 Sycamore St., New Bedford, Mass	Sept. 12, 1921
WORRELL, MAURICE EUGENE. Res. Engr., Bryant & Huffman, 410 Second St., Hillsboro, Tex	Sept. 12, 1921

JUNIORS

BERKE, STEVEN ROSS. Hotel Coolidge, Brookline, Mass	Sept. 12, 1921
BOWKER, ROY FRAZIER. Care, Southern Eng. Co., Realty Bldg., Charlotte, N. C	Sept. 12, 1921
COX, JOHN EDWIN. 4 Cottage St., Peabody, Mass	June 6, 1921
FRIEDENBERG, BENJAMIN. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Care, Director of Coast Surveys, Manila, Philippine Islands	July 11, 1921
HERRING, FRANCIS WILLIAM. 1820 Mosher St., Baltimore, Md	June 6, 1921
MOWER, LELAND MONROE. 202 Burke Bldg., Seattle, Wash	Sept. 12, 1921
PATTERSON, WILLIAM DARYL. Junior Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Washington, D. C	Sept. 12, 1921
QUIRK, LOUIS FRANCIS. Cons. Engr., 491 High St., Middletown, Conn	Sept. 12, 1921
SPIVAK, WILLIAM. 194 Thatford Ave., Brooklyn, N. Y	April 25, 1921
WALKER, WILLIAM OLIN. Cost Engr., Sinclair Refining Co., 111 West Washington St., Chicago, Ill	Mar. 7, 1921
WENTWORTH, CHARLES RUSCHENBERGER. Asst. Contr. Engr., Virginia Bridge & Iron Co., 914 Jefferson St., Roanoke, Va	Sept. 12, 1921
WILSON, PERCY SUYDAM. Draftsman, James H. Fuertes, 28 Woodland Ave., Glen Ridge, N. J	Sept. 12, 1921

DEATHS

BROWNE, JAMES GIBBONS. Elected Associate Member, May 6th, 1914; died April 25th, 1921.

DAVIS, WILLIAM JAMES. Elected Associate Member, August 31st, 1915; died September 2d, 1921.

Total Membership of the Society, October 4th, 1921, 10 205.

MONTHLY LIST OF RECENT ENGINEERING ARTICLES OF INTEREST

(September 1st to October 1st, 1921)

NOTE.—*This list is published for the purpose of placing before the members of this Society the titles of current engineering articles, which can be referred to in any available engineering library, or can be procured by addressing the publication directly, the address and price being given wherever possible.*

LIST OF PUBLICATIONS

In the subjoined list of articles, references are given by the number prefixed to each journal in this list.

(2) *Journal,* Engrs. Club of Phila., Philadelphia, Pa.
(3) *Journal,* Franklin Inst., Philadelphia, Pa., 50c.
(4) *Journal,* Western Soc. of Engrs., Chicago, Ill., 50c.
(5) *Journal,* Eng. Inst. of Canada, Montreal, Que., Canada.
(6) *Journal,* Am. Inst. of Archts., Washington, D. C., 50c.
(7) *Gesundheits Ingenieur,* Munich, Germany.
(8) *Stevens Indicator,* Hoboken, N. J., 50c.
(9) *Industrial Management,* New York City, 25c.
(11) *Engineering* (London), W. H. Wiley, 432 Fourth Ave., New York City, 25c.
(12) *The Engineer* (London), International News Co., New York City, 35c.
(13) *Engineering News-Record,* New York City, 25c.
(15) *Railway Age,* New York City, 15c.
(16) *Engineering and Mining Journal,* New York City, 15c.
(17) *Electric Railway Journal,* New York City, 10c.
(18) *Railway Review,* Chicago, Ill., 15c.
(19) *Scientific American Monthly,* New York City, 10c.
(20) *Iron Age,* New York City, 20c.
(21) *Railway Engineer,* London, England, 1s 2d.
(22) *Iron and Coal Trades Review,* London, England, 6d.
(24) *American Gas Journal,* New York City, 10c.
(25) *Railway Mechanical Engineer,* New York City, 20c.
(26) *Electrical Review,* London, England, 4d.
(27) *Electrical World,* New York City, 10c.
(28) *Journal,* New England Water-Works Assoc., Boston, Mass., $1.
(29) *Journal,* Royal Soc. of Arts, London, England, 6d.
(30) *Annales des Travaux Publics de Belgique,* Brussels, Belgium.
(31) *Annales* de l'Assoc. des Ingenieurs Sortis des Ecoles Speciales de Gand. Brussels, Belgium.
(32) *Memoires et Compte Rendu des Travaux,* Soc. Ing. Civ. de France, Paris, France.
(33) *Le Génie Civil,* Paris, France, 1 fr.
(36) *Cornell Civil Engineer,* Ithaca, N. Y.
(40) *Zentralblatt der Bauverwaltung,* Berlin, Germany, 60 pfd.
(41) *Elektrotechnische Zeitschrift,* Berlin, Germany.
(42) *Journal,* Am. Inst. Elec. Engrs., New York City, $1.
(43) *Annales des Ponts et Chausées,* Paris, France.
(45) *Coal Age,* New York City, 15c.
(46) *Scientific American,* New York City, 15c.
(47) *Mechanical Engineer,* Manchester, England, 3d.
(48) *Zeitschrift,* Verein Deutscher Ingenieure, Berlin, Germany.
(49) *Zeitschrift für Bauwesen,* Berlin, Germany.
(50) *Stahl und Eisen,* Düsseldorf, Germany.
(53) *Zeitschrift,* Oesterreichischer, Ingenieur und Architekten-Verein, Vienna, Austria, 70h.
(54) *Transactions,* Am. Soc. C. E., New York City, $16.
(55) *Mechanical Engineering:* Journal, Am. Soc. M. E., New York City, 35c.
(56) *Transactions,* Am. Inst. Min. and Metallurgical Engrs., New York City, $6.
(57) *Colliery Guardian,* London, England, 5d.
(58) *Proceedings,* Engrs.' Soc. of W. Pa., 2511 Oliver Bldg., Pittsburgh, Pa., 50c.
(59) *Proceedings,* American Water Works Assoc., Troy, N. Y.
(60) *Municipal and County Engineering,* Indianapolis, Ind., 25c.
(61) *Proceedings,* Western Railway Club, 225 Dearborn St., Chicago, Ill., 25c.
(62) *Forging and Heat Treating,* Thaw Bldg., Pittsburgh, Pa., 10c.
(63) *Minutes of Proceedings,* Inst. C. E., London, England.
(64) *Power,* New York City, 10c.
(65) *Official Proceedings,* New York Railroad Club, Brooklyn, N. Y., 15c.
(67) *Cement and Engineering News,* Chicago, Ill., 25c.
(69) *Eisenbau,* Leipzig, Germany.
(71) *Journal,* Iron and Steel Inst., London, England.
(71*a*) *Carnegie Scholarship Memoirs,* Iron and Steel Inst., London, England.
(72) *American Machinist,* New York City, 15c.
(73) *Electrician,* London, England, 1s.
(75) *Proceedings,* Inst. of Mech. Engrs., London, England.
(77) *Journal,* Inst. Elec. Engrs., London, England, 5s.
(78) *Beton und Eisen,* Vienna, Austria.
(80) *Tonindustrie Zeitung,* Berlin, Germany.
(83) *Gas Age-Record,* New York City, 15c.

(85) *Proceedings,* Am. Ry. Eng. Assoc., Chicago, Ill.
(86) *Engineering and Contracting,* Chicago, Ill., 10c.
(87) *Railway Maintenance Engineer,* Chicago, Ill., 10c.
(88) *Bulletin* of the International Ry. Congress Assoc., Brussels, Belgium.
(89) *Proceedings,* Am. Soc. for Testing Materials, Philadelphia, Pa., $5.
(90) *Transactions,* Inst. of Naval Archts., London, England.
(91) *Transactions,* Soc. of Naval Archts. and Marine Engrs., New York City.
(92) *Bulletin,* Soc. d'Encouragement pour l'Industrie Nationale, Paris, France.
(96) *Canadian Engineer,* Toronto, Ont., Canada, 10c.
(98) *Journal,* Engrs. Soc. of Pa., Harrisburg, Pa., 30c.
(99) *Proceedings,* Am. Soc. of Municipal Improvements, New York City, $2.
(100) *Military Engineer:* Journal of the Society of American Military Engineers, Washington, D. C., 75c.
(103) *Mining and Scientific Press,* San Francisco, Cal., 10c.
(105) *Chemical and Metallurgical Engineering,* New York City, 25c.
(106) *Transactions,* Inst. of Min. Engrs., London, England, 6s.
(107) *Schweizerische Bauzeitung,* Zürich, Switzerland.
(109) *Journal,* Boston Soc. C. E., Boston, Mass., 50c.
(111) *Journal of Electricity,* San Francisco, Cal., 25c.
(113) *Proceedings,* Am. Wood Preservers' Assoc., Baltimore, Md.
(114) *Journal,* Institution of Municipal and County Engineers, London, England, 1s. 6d.
(115) *Journal,* Engrs. Club of St. Louis, St. Louis, Mo., 35c.
(116) *Blast Furnace and Steel Plant,* Pittsburgh, Pa., 15c.
(117) *Engineering World,* Chicago, Ill.
(118) *Times Engineering Supplement,* London, England, 2d.
(119) *Landscape Architecture,* Harrisburg, Pa., 50c.
(120) *Automotive Industries,* New York City, 15c.
(121) *Proceedings,* Am. Concrete Inst., Boston, Mass.
(122) *The Dock and Harbour Authority,* London, England, 1s. 6d.

LIST OF ARTICLES

Bridges.

Economy of Concrete Bridges Established by 10 Years' Record.* B. J. Garnett. (117) Sept.
Pontoon Bridge Across the Hudson River. George A. Post. (117) Sept.
Tests on Railroad Bridges in Respect of Impact Effect.* Conrad Gribble. (21) Sept.
Suggested Method of Representing Live Loads on Bridges.* Henry E. Stratton. (21) Sept.
Huerfana River Concrete Highway Bridge in Colorado.* Robert Dubois. (60) Sept.
Susitna River Bridge, Alaska Railroad, U. S. A. (12) Sept. 9.
Concrete Arch Bridge of Three 250-Ft. Spans.* E. H. Harder. (13) Sept. 22.
A Bridge Building Record.* E. W. Davidson. (46) Sept. 24.
Eight-Cable Suspension Bridge of 1803-Ft. Span for Detroit.* (13) Sept. 29.
The Development of Heavy Ponton Equipage for Increased Army Loads of the Future.* Theodore Wyman, Jr. (100) Sept.-Oct.
Construction d'un Pont Suspendu de 533m 40 de Portée sur la Delaware, à Philadelphie (E.-U.)* (Construction of a Suspension Bridge of 533.40m. span over the Delaware, at Philadelphia (U. S.).) (33) Aug. 27.

Electrical.

A Note on the Interconnected-Star Method of Connecting Three-Phase Transformer Windings.* S. Austen Stigant. (26) Serial beginning Aug. 26.
Partial Demagnetisation: Its Influence Upon the Permanency of Magnets.* Claudius Shenfer. (73) Aug. 26.
Skin Effect in Large Stranded Conductors at Low Frequencies.* W. I. Middleton and E. W. Davis. (42) Sept.
Tooth Frequency Losses in Rotating Machines.* Thomas Spooner. (42) Sept.
Re-establishing Service in a D-C. Edison System After an Interruption.* Raymond Bailey. (42) Sept.
The Magnetron.* Albert W. Hull. (42) Sept.
Direction-Finding Wireless.* J. J. Bennett. (11) Sept. 2.
Arc Rupture in Magnetic Blow-Out Switches.* O. H. Eschholz. (73) Sept. 3.
The Heating of Cables. P. Dunsheath. (73) Sept. 9.
The Circle Diagram for Closed Slots.* H. K. Whitehorn. (73) Sept. 16.
110-Kv. Transmission Line on Wood Poles.* L. J. Moore. (27) Sept. 24.
Le Moteur Synchrone d'Induction des Ateliers de Construction d'Oerlikon (Suisse). (The Synchronous Induction Motor of the Oerlikon Construction Works (Switzerland).) (33) Aug. 13.
Das Fernsprechwesen mit Wählerbetrieb.* (Telephone with Selective Calls.) M. Guttzeit. (48) June 11.
Zur Frage der Ausfuhr elektrischer Energie. (On the Question of the Exportation of Electrical Energy.) (107) June 25.
Ein "Synchron-Induktionsmotor."* (A "Synchronous Induction Motor".) A. Hoeffleur. (107) July 2.
Neue elektrische Fern-Feuchtigkeitsmesser.* (A New Electric Long-Distance Hydrometer.) Josef Cartus. (48) July 16.

Marine.

The Effect of Appendages in Ship Resistance.* (12) Aug. 26.
Electricity Applied to Ship Auxiliaries.* H. L. Hibbard. (42) Sept.
Turbine Reduction Gears *versus* Electric Propulsion for Ships.* Eskil Berg. (42) Sept.

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* Illustrated.

Marine—(Continued).

Gearing for Ship Propulsion.* (118) Sept.
Condensing Plant in Ships. (118) Sept.
Angular Vibrations in Marine Propelling Machinery.* Richard Gardner. (11) Sept. 9.
Stresses in Ship's Plating Due to Fluid Pressure.* Bernard C. Laws. (Paper read before British Assoc. of Edinburgh.) (11) Sept. 9.

Mechanical.

Oxygen Content of Coals.* (From Final Report of the Spontaneous Combustion Comm., Min. Inst. of Scotland.) (57) Aug. 19.
Elongation and Gauge Length in Tensile Tests.* J. H. G. Monypenny. (12) Aug. 26.
The Internal Bracing of Aeroplane Wings.* A. H. Stuart. (11) Aug. 26.
The Use of Oil in Cleaning Coal. (57) Aug. 26.
Increasing Water-Gas Set Capacity. J. Hawley Taussig. (Paper read before Southern Gas Assoc.) (83) Sept.
Water Treatment for Boilers.* Julian S. Simsohn. (55) Sept.
The Absorption of Gasoline from Casinghead Gas by Activated Charcoal.* H. R. Auerswald. (55) Sept.
Efficient Operation of Oil-Burning Steam Plants.* C. H. Delany. (55) Sept.
Die Sinking and Metal Patternmaking by Automatic Machine.* Joseph F. Keller. (55) Sept.
Variable-Speed Motors in Finishing Plants. Warren B. Lewis. (55) Sept.
Power-Plant Evolution.* C. F. Hirshfeld. (55) Sept.
New Wet Process Plant of the Oklahoma Portland Cement Co. (67) Sept.
High Altitude Aircraft of the Future.* C. Eberhardt. (120) Sept. 1. (Translated from *Der Motorwagen.*)
The Allocation of Boiler-House Working Costs in Reducing Steam-Engine Plants.* T. E. Houghton. (26) Sept. 2.
Sulphur Removal by Oil Washing.* E. R. Hamilton. (From paper read before Canadian Gas Assoc.) (83) Sept. 3.
The Installation of Oil as Fuel.* Allen F. Brewer. (64) Sept. 6.
Safety Precautions in the Operation of Large Turbines.* (64) Sept. 6.
New Ford Power Plant at River Rouge.* Thomas Wilson. (64) Sept. 6.
Producer Gas as a Fuel for Automotive Vehicles.* P. M. Heldt. (120) Serial beginning Sept. 8.
A New Design of High Speed Engine Indicator.* Benno R. Dierfeld. (120) Sept. 8.
Novel Condenser Pump House.* (17) Sept. 10.
Activated Carbon Converts H_2S Into S.* A. Englehardt. (83) Sept. 10.
Louisville's Mammoth Pumping Engine.* (64) Sept. 13.
The Use of Inert Gas for the Prevention of Explosions.* Edward F. White. (105) Sept. 14.
Briquetting Mineral Phosphates.* William H. Waggaman, H. W. Easterwood and T. B. Turley. (105) Sept. 14.
A Laboratory for Aircraft Engine Testing.* Herbert Chase. (120) Sept. 15.
Gearing Calculations by the Compressive Stress Method.* Joseph Jandasek. (120) Serial beginning Sept. 15.
Experimental Comparison of a Preheated Air Furnace With a Direct Fired Furnace.* O. Lellep. (24) Sept. 17.
Acme Power Plant at Toledo.* (64) Sept. 20.
Problems in Parallel Operation of Compound Generators.* Eutis H. Thompson. (64) Sept. 20.
Welding; Particularly Hammer Welding.* Ernest Edgar Thum. (105) Sept. 21.
Springing and Other Refinements in Motorcycle Design.* G. H. Savage. (Extracts from paper read before Inst. Automobile Engrs.) (120) Sept. 22.
Safety Factors in Airplane Design. Alfred S. Niles. (13) Sept. 22.
Heat Efficiency of Less Rich Gas. Wilhelm Bertelsmann. (From *Das Gas u. Wasserfach.*) (83) Sept. 24.
Internal-Combustion Engines.* Charles E. Lucke. (64) Sept. 27.
Fulton Market Cold Storage Plant, Chicago.* (64) Sept. 27.
Largest Boiler to Supply Steam for Heating.* J. H. Walker. (64) Sept. 27.
L'Etat Actuel et L'Avenir de l'Industrie Gazière, La Récupération du Benzol.* (The Present and Future of the Gas Industry, Benzol Recovery.) A. Grebel. (92) June.
Le Contrôle de la Chauffe les Appareils de Mesure Servant a ce Contrôle. (The Control of Heating: Measuring Apparatus Serving for this Control.) Paul Frion. (92) June.
Les Moteurs à Gaz et Machines Soufflantes de Grande Puissance, Système Galloway.* (High Power Gas Engines and Blowing Engines, Galloway System.) (33) Aug. 13.
L'Avion Monoplan *Staaken* de 1 000 Chevaux des Chantiers Zeppelin.* (The 1 000 Horse-power Monoplane *Staaken* from the Zeppelin Shops.) (33) Aug. 20.
Drahtseilbahnen neuester Zeit.* (Cableways of the Latest Type.) Kamillo Flat. (53) Apr. 29.
Transportkrane. (Transport Cranes.) Hans Fischer. (53) Serial beginning Apr. 29.
Lokomotive-Drehkran. (Locomotive Slewing Crane.) Josef Kartin. (53) Apr. 29.
Werkstättenkrane für Grossmaschinenbau.* (Shop Cranes for Large Machine Construction.) Ernst Schwarz. (53) Serial beginning Apr. 29.
Neue Verlade- und Fördereinrichtungen auf den Kohlen- und Holzplätzen der Gemeinde Wien.* (New Unloading and Conveying Arrangements in the Coal and Lumber Yards in Vienna.) R. Brabbée. (53) Apr. 29.
Elektrische Stirnkipper für Gas- und Elektrizitätswerke.* (Electric Front Tippers for Gas and Electric Works.) (53) Serial beginning Apr. 29.
Das 1 000 PS Verkehrsflugzeug der Zeppelinwerke in Staaken.* (The 1 000 H. P. Commercial Flying Machine of the Zeppelin Works in Staaken.) K. Rohrbach. (48) June 4.
Der Wärmeübergang bei Flüssigkeiten und Gasen als Funktion der Geschwindigkeit. (Heat Transmission in Liquids and Gases as a Function of Velocity.) H. Preussler. (50) June 16.

* Illustrated.

Mechanical—(Continued).

Neuere Feinmessgeräte für die technische Längenbestimmung.* (Modern Precision Instruments for Length Determinations for Technical Purposes.) G. Berndt. (48) June 18.
Untersuchungen an einer Ammoniak-Kältemaschine.* (Investigations Regarding Ammonia Refrigerating Machine.) Walther Fischer. (48) July 2.
Anwendbarkeit der Kohlenstaubfeurung in Eisenhüttenwerken.* (Use of Coal Dust Firing in Iron Smelting Plants.) G. Bulle. (50) July 21.
Zeugdruck.* (Cloth Printing.) Schreckenbach. (48) July 23.

Metallurgical.

Blast-Furnace Plant of the St. Louis Coke and Chemical Company.* (22) Aug. 26.
Review of Cost of Rolling Steel in Various Mills.* G. E. Stoltz. (2) Sept.
The Friction Coefficient of Minerals.* Stanley Nettleton. (Paper read before Midland Inst. of Min., Civil and Mech. Engrs.) (57) Sept. 2; (22) Sept. 2.
Electric Furnaces for Silver, Gold and Metals of Low Melting Point.* Jonas Herlenius. (105) Sept. 7.
Electric Furnace Operating Experiences.* Larry J. Barton. (20) Sept. 8.
Foundry Irons for Particular Uses.* Y. A. Dyer. (15) Sept. 8.
Three Types of Alloy Sheet Steel.* Horace C. Kneer. (20) Serial beginning Sept. 8.
The Influence of the Width of the Specimen Upon the Results of Tensile Tests of Mild Steel and Rolled Copper.* T. Hudson Beare and William Gordon. (Paper read before British Assoc.) (11) Sept. 9.
Melting Fine and Sterling Silver by Electricity. H. A. De Fries. (105) Sept. 14.
A Discussion of the Slip Interference Theory of Hardening. Albert Sauveur. (105) Sept. 14.
Characteristics of the Forged Milling Cutter.* William G. Calkins. (72) Sept. 15.
Effect of Heat-Treatment on Steel Castings and Drop Forgings.* A. A. Blue. (72) Sept. 15.
New Trumbull-Cliffs 600-Ton Blast Furnace.* (20) Sept. 15.
Recent Applications of the Cottrell Processes.* R. B. Hesson, P. E. Laudolt and A. A. Heimrod. (16) Sept. 17.
Special Features of Blast Furnace Plant.* (13) Sept. 22.
Calculation of Equilibrium in Metallurgical Reactions. Paul D. Merica. (105) Sept. 28.
The Constitution of Martensite and Troostite. D. J. McAdam, Jr. (105) Sept. 28.
La Protection des Métaux par la Calorisation.* (Protection of Metals by "Calorization.") (33) Aug. 6.
Beitrag zur Kenntnis des Elektrolyteisens.* (Contribution to the Knowledge of Electrolytic Iron.) O. Bauer and W. Schneider. (50) May 12.
Die Entphosphorung des Ilseder Thomasroheisens im Konverter und im Martinofen.* (Dephosphorization of Ilsed Basic Pig Iron in the Converter and the Openhearth Furnace.) Arthur Jung. (50) May 19.
Schmiedeversuche an Flusseisen.* (Forging Experiments on Ingot Iron.) Paul Junkers. (50) May 19.
Beiträge zur Frage der Verhüttung fricktalischer Eisenerze. Alfred Redlich. (Contributions to the Question of the Smelting of Fricktal Iron Ores.) (107) May 28.
Ueber die Metallurgie des Elektrohochofens.* (On the Metallurgy of the Electric Blast Furnace.) R. Durrer. (50) June 2.
Das Verhalten des Schwefels in der Thomasbirne.* (The Behavior of Sulphur in the Thomas Converter.) E. Herzog. (50) June 9.
Ueber den Einfluss der Fremdkörper im Flusseisen auf seine Schweissbarkeit in der Schmelzflamme.* (On the Effect of Foreign Substances in Ingot Metal on Its Welding Properties in a Fusion Flame.) C. Diegel. (48) June 11.
Luftverhältnisse in Hüttenanlagen und Billige Beschaffungsmöglichkeit trockener Luft.* (Air Conditions in Metallurgical Plants and the Possibility for Procuring Cheap Dry Air.) J. Brown. (50) June 16.
Schwefelgewinnung aus Hochofenschlacke. (Production of Sulphur from Blast Furnace Slag.) L. H. Diehl. (50) June 23.
Beiträge zur Erhöhung der Ammoniakausbeute bei der Destillation der Steinkohle.* (Notes on the Increase of the Yield of Ammonia in the Distillation of Coal.) Friedrich Sommer. (50) June 23.
Anwendbarkeit der Kohlenstaubfeurung in Eisenhüttenwerken.* (Use of Coal Dust Firing in Iron Smelting Plants.) G. Bulle. (50) July 21.
Beiträge zur Kenntnis des Kuppelofenbetriebes.* (Contribution to the Knowledge of Cupola Operation.) Fritz Braun and Georg Hollender. (50) July 28.
Die Beheizung von Martinöfen mit einem Gemisch von Braunkohlenbrikett- und Hochofengas.* (Heating Open-Hearth Furnaces with a Mixture of Lignite Briquettes and Blast-Furnace Gas.) Fritz Boettcher. (50) July 28.
Kraftwirkungsfiguren in Flusseisen, dargestellt durch ein neues Aetzverfahren.* (Etched Figures Showing the Effect of Forces in Ingot Iron, Produced by a New Method.) Ad Fry. (50) Aug. 11.
Ueber Gichtgasvergiftungen. (On Furnace Gas Poisoning.) Otto Johannsen. (50) Aug. 18.
Rissbildung in Kesselblechen.* (Formation of Cracks in Boiler Plates.) B. Strauss and Ad Fry. (50) Aug. 18.

Mining.

Characteristics of Outbursts of Gas in Mines.* Henry Briggs. (106) Aug.
New Method of Measuring Ventilating Resistances. (From paper read before Min. Inst. of Scotland.) (57) Aug. 19.
Shaft Sinking Through Quicksand Under Heavy Pressure by Freezing Process.* L. Sanvester. (From *Annales des Mines de Belgique.*) (86) Aug. 31.
Jubilee Steel Bankhead at Sydney Mines Will Introduce Many Innovations in That Type of Structure.* A. Dawes. (From paper read before Min. Soc. of Nova Scotia, Halifax.) (45) Sept. 1.

* Illustrated.

Mining—(Continued).

Steel Mine Car Designed to Suit Anthracite Conditions.* Dever C. Ashmead. (45) Sept. 1.
Pumping Fluctuations in Unwatering a French Colliery. M. Leca. (From *Revue de l'Industrie Minérale.*) (57) Serial beginning Sept. 9.
A Problem in Levels.* J. F. Springer. (46) Sept. 17.
The Magnetometer as an Aid in the Development of Mines.* Arthur Gibson. (103) Sept. 24.
Le Plan d'Aménagement de Casablanca (Maroc).* (The Re-Layout of the City of Casablanca (Morocco).) E. Joyant. (33) Aug. 20.

Miscellaneous.

The True Factors for Measurement of Depreciation.* W. W. Pollock. (2) Sept.
Report on Elimination of Waste in Industry. (55) Sept.
Appraising the Diesel Engine Plant.* Allen F. Brewer. (9) Sept.
The Scientific Location of Manufacturing Plants.* J. George Frederick. (9) Sept. 1.
Developing an Industrial Plant Layout.* A. T. Doud. (9) Sept. 1.
Die psychotechnische Eignungsprüfung und ihre Anwendung auf Hüttenbetriebe. (Psychotechnical Qualification Testing and Its Use in Metallurgical Works.) (50) June 16.

Municipal.

Die städtebaulichen Probleme von Gross-Paris.* (Municipal Construction Problems of Greater Paris.) Nils Hammarstrand. (53) Serial beginning May 28.

Railroads.

Rail Calculations.* M. R. Desprets. (88) Aug.
On the Question of Special Steels.* Mr. Sand. (88) Aug.
On the Question of Slow-Freight Traffic.* W. H. Williams. (88) Aug.
On the Question of the Construction of the Road Bed and of the Track.* E. F. C. Trench. (88) Aug.
On the Question of the Maintenance and the Supervision of the Track.* Earl Stimson. (88) Aug.
On the Utility of Studying the Question of the Use of Liquid Fuel in Locomotives.* Henry Fowler. (88) Aug.
Developing a Water Supply Plant of Large Capacity.* (For Engine Terminal.) (87) Sept.
Should Ties Be Spaced When Relaying Rail? W. F. Rench. (87) Sept.
Insulation of Passenger and Refrigerator Cars.* Arthur J. Wood. (25) Sept.
The Comparison of Dimensions and Proportions of British Locomotives.* E. C. Poultney. (25) Sept.
Tests on Railway Bridges in Respect of Impact Effect.* Conrad Gribble. (21) Sept.
A Large Capacity Locomotive Weighing Plant.* Carl C. Bailey. (15) Sept. 3.
Booster Tests on Temiskaming & Northern Ontario.* (15) Sept. 3.
Electrification Progress on Italian Railways.* Giovanni B. Santi. (15) Sept. 3.
Controlling Refrigerator Car Temperature in Winter Months.* (18) Sept. 3.
Operate Locomotive 7 800 Miles Without Dumping Fire.* (18) Sept. 10.
Automatic Cut-Off Control by Back Pressure *versus* Speed.* E. S. Pearce. (18) Sept. 10.
Virginian Builds Double Track to Relieve Congestion.* (15) Sept. 10.
New Locomotives for the Missouri Pacific.* (15) Sept. 10.
Chicago Elevated Railway Raised.* (13) Sept. 15.
Oklahoma Engine Terminal and Line Revision; M., K. & T. Ry.* (13) Sept. 15.
Lining the Canadian Pacific's Five-Mile Tunnel. (15) Sept. 17.
New Tie Preserving Plant for the Norfolk & Western Ry.* (18) Sept. 17.
D. and S. L. Presents Difficult Operating Problem.* (18) Sept. 17.
Small Station Layout Illustrated in New Structures.* (13) Sept. 22.
Classification and Distribution of Second-Hand Rail. (Comm. report, Roadmasters and Maintenance of Way Assoc.) (18) Sept. 24.
Save Money in Consolidation of Locomotive Terminals.* (18) Sept. 24.
100-Ton Coal Cars for the Chesapeake & Ohio.* (15) Sept. 24.
Nouveau Système de Transmission de Mouvement entre les Moteurs et les Essieux des Locomotives Electriques.* (A New System for Transmitting Motion Between the Motors and Axles of Electric Locomotives.) M. Auvert. (38) Aug.
Conditions d'Emploi des Charbons dans les Chemins de Fer Français. (Conditions as to the Use of Coal on the French Railways.) M. de Boysson. (38) Aug.
Kohlenverbrauch und Wirtschaftlichkeit des Dampflokomotive. (Coal Consumption and Economy of the Steam Locomotive.) Karl Schlöss. (53) Mar. 25.
Uber den Fortgang der Arbeiten zur Elektrisierung unserer Staatsbahnen.* (On the Development of the Work of the Electrification of Our State Railroads.) Paul Dittes. (53) Apr. 15.
Untersuchungen über die Beeinflussung von Schwachstromleitungen durch die elektrische Mittenwaldbahn. (Investigations as to the Interference Suffered by Low Current Transmission Wires from the Electric Mittenwald Railroad.) Leo Truxa. (53) May 28.
Die Einphasen-Wechselstrombahn St. Pölten-Mariazell.* (The St. Pölten-Mariazell Single Phase Alternating Current Railway.) (53) May 28.
Ventilsteuerung für Dampflokomotiven.* (Valve Gear for Steam Locomotives.) Wittfeld. (48) June 11.
Entwicklungsmöglichkeiten der elektrischen Vollbahnlokomotive.* (Development Possibilities for Electric Standard Gage Locomotives.) Egon E. Seefehlner. (107) Serial beginning July 9.
Ueber Schüttelerscheinungen des Parallelkurbelgetriebes elektrischer Lokomotiven.* (On Oscillation Phenomena in Parallel Drive Electric Locomotives.) (107) Aug. 6.

* Illustrated.

Railroads—(Continued).

Zur Genfer Bahnhoffrage.* (On the Question of the Geneva Railway Station.) (107) Serial beginning Aug. 13.
Die Neuen Lokomotiven der Staatsbahnen auf Sumatra (Westküste).* (The New Locomotives of the Sumatra State Railway (West Coast).) Siegfried Abt. (107) Aug. 13.

Railroads, Street.

Electric Traction in Switzerland.* (73) Sept. 9.
Automatic Train Registering.* A. A. Roberts. (17) Sept. 17.
Control Trailers Used in Washington.* (17) Sept. 17.
The Bus Transportation Field.* C. W. Stocks. (17) Sept. 24.
Die Wiener Strassenbahn im Kriege und in der Nachkriegszeit.* (The Vienna Street Railway During and After the War.) A. Winter. (53) May 28.

Roads and Pavements.

Determination of Bearing Power of Soil Under Repeating Loads.* H. F. Clemer. (117) Sept.
Report of Calgary Committee on Deterioration of Concrete in Alkali Soils. (Eng. Inst. Canada.) (5) Sept.
Report of Committee on Standard Specifications for Highways.* (Eng. Inst. Canada.) H. S. Carpenter. (5) Sept.
Protecting Pavements on Car Track Streets.* H. A. Nunlist. (60) Sept.
Nebraska Uses Industrial Railway in Construction of Gravel Roads.* George E. Johnson. (60) Sept.
Special Method of Handling "Second Story" Construction Work on State Highway in Los Angeles County, California.* W. W. Patch. (60) Sept.
Construction of Penetration and Mixed Macadam Roads. E. J. Wulff. (96) Serial beginning Sept. 1.
The Traffic Census and Its Use in Deciding Road Width.* A. N. Johnson. (From paper read before Yale University.) (86) Sept. 7.
Features of Brick Pavement Designs for Highways. Jas. C. Travilla. (Abstract of paper read before Kentucky State and County Road Engrs.) (86) Sept. 7.
Methods and Cost of Municipal Asphalt Plant Operations at Chatham, Ont. C. H. R. Fuller. (From *Contract Record*.) (86) Sept. 7.
U. S. Bureau of Public Roads Tests for Soils with Relation to Their Use in the Subgrade of Highways.* (86) Sept. 7.
Pave 70-Ft. Boulevard with Sheet Asphalt.* (13) Sept. 8.
Notes on Road Maintenance. E. H. Collcutt. (114) Sept. 10.
Locating Highway Grades in Steep Side-Hill Country.* George A. Tilton. (13) Sept. 15.
Open-Hearth Furnace Design.* A. D. Williams. (20) Sept. 22.
Dirt Roads Treated with Steam Ashes and Cold Road Oil. Fred. H. Shepheard and E. E. Butterfield. (13) Sept. 22.
Street Car Tracks Paved with Grouted Concrete.* (13) Sept. 29.

Sanitation.

Experimental Work on Sewage Disposal at Sheffield.* John Haworth and F. W. Hodgkinson. (114) Aug. 27.
Surface Purification of Sewage.* W. D. Scouller. (86) Aug. 31.
Use of Lime in Sewage Treatment.* M. E. Holmes. (117) Sept.
Modifications of Imhoff Tanks. E. A. Stewart. (60) Sept.
Sludge Process Developments. Harrison P. Eddy. (96) Serial beginning Sept. 1.
The Cost of Anti-Malaria Work in Port Arthur, Texas.* R. G. Upton. (13) Sept. 8.
The Blue River Sewerage Problem, Kansas City, Mo.* (13) Sept. 15.
Colloids and Sewage Disposal. F. W. Mohlman and Langdon Pearse. (96) Sept. 22.
Practical Economics of Dredge Pump Design. E. J. Dent. (13) Sept. 29.
Indianola Pumps Water from Allegheny River Wells and Treats Its Sewage by Bacteria and Chlorination.* Alphonse F. Brosky. (105) Sept. 29.

Structural.

Pneumatic Grain-Discharging and Sack-Handling at Bordeaux.* (11) Aug. 26.
Report of Manitoba Committee on Deterioration of Concrete in Alkali Soils. (Eng. Inst. Canada.) (5) Sept.
Why Concrete is the Master Building Material in Philippines.* J. C. Witt. (117) Sept.
Variation in the Effect of Rodding Concrete.* F. E. Giesecke. (117) Sept.
Overcoming Subsoil Troubles on a Construction Job.* V. D. Green. (117) Sept.
Using 1¾-In. Plank for Flat Slab Floor Forms.* J. E. Gurvin. (13) Sept. 8.
Special Structural Design for Newspaper Building.* (13) Sept. 8.
Experiments on the Mechanical Properties of Scots Pine.* Alex. R. Horne. (Paper read before British Assoc.) (11) Sept. 9.
Fire Causes and Prevention. (24) Sept. 10.
Form Settlement Causes Concrete Building Collapse.* (13) Sept. 15.
New Laboratory Abrasion Test for Concrete.* C. H. Scholer. (13) Sept. 22.
Liberty Tunnels Driven by Full-Section Excavation. (13) Sept. 22.
Some Examples of Corrosion of Reinforcing Steel.* Frank P. McKibben. (13) Sept. 29.
Pronounced Reinforcement Corrosion Due to Sea Water or Electrolysis.* Welton C. Snow. (13) Sept. 29.
Concrete T-Beam Diagram Permits Direct Designing and Checking.* A. U. Karpof and U. T. Givotovsky. (13) Sept. 29.
To Spring a Groined Arch between High Column and Low Walls.* Perry Thompson. (13) Sept. 29.
Le Calcul des Portiques Continus.* (Calculation of Continuous Beams.) Benabenq. (33) Serial beginning Aug. 20.
Hochkamin- und Wasserturm des Wernerwerkes in Siemensstadt.* (The Werner Plant's High Chimney and Water Tower in Siemens City.) G. Quaink. (107) June 4.

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* Illustrated.

Structural—(Continued).

Das Münster in Bern.* (The Cathedral in Bern.) Karl InderMühle. (107) Serial beginning July 2.
Ueber moderne Holzbauweisen.* (On Modern Methods of Wood Construction.) Hugo Ritter. (107) Serial beginning July 30.
Die amerikanische Zementkanone und ihr Anwendungsbereich.* (The American Cement Gun and Its Field of Use.) K. E. Hilgard. (107) Serial beginning Aug. 20.

Topographical.

Progress in City Planning in the United States.* Jacob L. Crane, Jr. (13) Sept. 29.
Some Notes in Running Land Lines.* F. Ernest Brackett. (13) Sept. 29.

Water Supply.

Water-Power Developments in North Wales.* John B. C. Kershaw. (12) Aug. 26.
Water Filtration in Madras. James Welby Madeley. (From 1920 *Proceedings*, Inst. of Water Engrs.) (86) Aug. 31.
The Construction of Water-works on Land Subject to Subsidence.* F. C. Cook and R. C. Moon. (From 1920 *Proceedings*, Inst. of Water Engrs.) (86) Aug. 31.
Problems in Utilization of Water for Production of Power.* W. J. E. Binnie. (From *The Surveyor.*) (86) Aug. 31.
Immense Irrigation and Other Projects of the Northwest.* W. A. Scott. (117) Sept.
Repairing and Waterproofing of a Concrete Reservoir by Gunite.* Barclay A. Greene. (117) Sept.
World's Greatest Electrical Project. Charles Heston Peirson. (117) Sept.
Wilson Dam and Muscle Shoals.* (67) Sept.
A Big Job Successfully Completed.* E. R. Tarnoski. (67) Sept.
Developing a Water Supply Plant of Large Capacity.* (87) Sept.
Using Electrically Operated Valves at Buffalo, N. Y., and Cambridge, Mass.* (60) Sept.
Suggestions on the Design of Tile Drainage Systems. J. W. Dappert. (Paper read before Illinois Soc. of Engrs.) (60) Serial beginning Sept.
An Improved Type of Filter Press.* Charles D. Burchenal. (105) Sept. 7.
Use of Photography in Hydraulic Measurements in India.* S. C. Majumdar. (13) Sept. 8.
Mechanical Filtration Plant Being Built in Cambridge. George A. Johnson. (13) Sept. 8.
Underground Water Supply for an Akron Rubber Plant. Frederick L. Roache. (13) Sept. 8.
Ground Water Control on Drainage Project in Florida.* F. Teichman. (13) Sept. 8.
Repairing Wood Water Conduit at Norfolk, Virginia.* J. W. Ledoux. (13) Sept. 8.
Problems in the Chlorination of Water.* (13) Serial beginning Sept. 8.
Quick and Economical Waterwheel Test.* R. C. Starr. (27) Sept. 10.
Overhauling a Neglected Water Distribution System. A. S. Holway. (Paper read before Southwest Waterworks Assoc.) (86) Sept. 14.
Apparatus and Chemicals for a Small Water Works Laboratory. (86) Sept. 14.
Future Water Power Development Problems of the West.* F. G. Baum. (111) Sept. 15.
Water Power Development. A. H. Gibson. (Abstract of paper read before British Assoc.) (73) Sept. 16.
Operating Cost of 40 Drag Line Excavators on U. S. Reclamation Projects.* (From *Reclamation Record.*) (86) Sept. 21.
B. Welchü, Gastro-Enteritis and Water Supply. Alexander Houston. (13) Sept. 22.
A New River Planned for Flood Protection and Drainage.* (13) Sept. 22.
Effect of Curvature Upon Flow in Open Channels.* Harrison P. Eddy. (13) Sept. 29.
Utilisation de l'Energie des Marées. (Utilization of Tidal Power.) M. Boisnier. (43) May–June.
Les usines, hydro-électriques du Guadiaro.* (The Guadiaro Hydroelectric Plants.) Adolphe Weber. (107) Serial beginning June 4.
Die Wasserkraftanlage von Fully (Schweiz).* (The Fully (Switzerland) Hydraulic Works.) H. Fernau. (53) June 24.
Vergangenes und Künftiges von Talsperren, ein Beitrag zur Ausnutzung unserer Wasserkräfte. (Past and Future of Barrage Dams, a Contribution to the Utilization of Our Water Powers.) Merlicek. (53) June 24.
Die Bauten für die Kraftwerke Oberhasle gemäss den Projekten der B. K. W.* (Constructions for the Oberhasle Power Plant According to the Plans of the Bern Power Works Stock Company.) (107) Serial beginning July 2.
Die Wasserkraftwerke am Rjukanfos und am Glomfjord in Norwegen.* (The Water Power Plants at Rjnkanfos and at Glomfjord in Norway.) (Gg v. Troeltsch. (48) July 2.
Das Chippawa-Queenston-Kraftwerk am Niagara der Hydro-Electric Power Commission of Ontario.* (The Chippewa-Queenston Power Plant on the Niagara, of the Hydro-Electric Power Commission of Ontario.) Ernst Steiner. (107) July 16.
Stauwerke für Kraftwirtschaft, Schiffahrt und Landeskultur.* (Barrage Dams for Power Plants, Navigation and Agriculture.) E. Mattern. (48) Serial beginning July 23.
Theoretische Erörterungen zur Wassermessmethode von N. R. Gibson.* (Theoretical Discussions on the N. R. Gibson Method of Measuring Water.) Robert Dubs. (107) July 23.

Waterways.

Lift Locks on the Canal du Centre, Belgium.* (From *Les Annales* des Travaux Publics de Belgique.) (12) Aug. 26.
The Port of Philadelphia, U. S. A.* (122) Sept.
Development of an East Anglian Harbour.* (122) Sept.
Pier—Surface and Superstructure—Terminal Design.* H. McL. Harding. (117) Sept.
Government Engineers Report on St. Lawrence Waterway.* Harrison G. Roby. (13) Sept. 8.
Complete St. Lawrence Waterway Project Report.* W. A. Bowden and W. P. Wooten. (96) Serial beginning Sept. 15.
Tidal Bore Studies on River Dee and Its Estuary.* William Gore. (13) Sept. 22.
Wien und die Donau.* (Vienna and the Danube.) W. Hollitscher. (53) May 28.

* Illustrated.

Vol. XLVII. OCTOBER, 1921. No. 8.

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PAPERS AND DISCUSSIONS

CONTENTS

For Index to all Papers, the discussion of which is current, see the back of the cover

Vol. XLVII. OCTOBER, 1921. No. 8.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

THE RELATION BETWEEN DEFLECTIONS AND STRESSES IN ARCH DAMS*

By F. A. Noetzli,† Assoc. M. Am. Soc. C. E.

Synopsis

In this paper there is developed a method of calculating the stresses in arch dams, which result from the deformations and corresponding deflections of the arches, due to water pressure, change of temperature, shrinkage, lateral deformation, swelling, etc., provided the deflections of such arch dams have been measured or have been predetermined in some other way.

This method is based on the following fundamental principle: The deflection of an arch of known dimensions and material can be calculated by the elastic theory, if the stresses due to loads or other influences such as change of temperature, shrinkage, swelling, etc., are known. Consequently, if the deflections of the arch have been measured, the stresses which correspond to such deflections can be calculated in the opposite way.

The stresses which in an arch result from the shortening or lengthening of the arch axis, and the corresponding deflections, may be called "arch deflection stresses" to distinguish them from the direct axial stresses resulting from water pressure.

A few examples are given, which show the importance of the arch deflection stresses in some existing dams. These examples emphasize also the great desirability of measuring the deflections of all arch dams in order to indicate ways and means of designing future similar structures on a more economical and also on a safer basis.

Introduction

Although a great many slender arch dams have been built, which have proved beyond any doubt the great superiority of the arch over any other form of construction, very few tests have been made to determine the actual stresses

* This paper will not be presented for discussion at any meeting of the Society, but written communications on the subject are invited for subsequent publication in *Proceedings*, and with the paper in *Transactions*.

† San Francisco, Cal.

and the factor of safety for such structures under different load and temperature conditions. This is all the more astonishing as the cylinder theory on which the design of most arch dams is based, is known to be defective in a great many ways. A comparison between theoretical and actual stresses, therefore, would have been very desirable, but, apparently, most designers were, or had to be, satisfied if the dams withstood successfully the water pressure. It is a fact that up to the present time no arch dam has failed, but this is hardly an excuse for neglecting the collection of data which would be of the greatest value for future construction.

It is well known that arch dams are statically complicated structures, and any attempt toward a mathematically correct solution of this problem will result either in complicated computations, or it will be futile. With the present knowledge, this problem can be solved by approximations only, and many engineers are still in doubt in regard to the best and safest method of arch dam design. Furthermore, the assumptions on which the design of an arch dam has been based with regard to modulus of elasticity, range of temperature, influence of shrinkage, swelling, lateral expansion, etc., are still more or less uncertain, and can be standardized only by tests and extensive experiments.

These considerations show clearly the great desirability of having deflections and stresses of arch dams measured under different load and temperature conditions. In many other problems, for instance, in hydraulics for the flow of water in pipes, canals, and over weirs, etc., purely theoretical formulas fail, and resort has been had to experiments, whereby coefficients and other data can be determined, to amend the fundamental theory of flow in such a way as to make workable formulas available for all practical cases. In a similar manner, tests and experiments will be necessary to establish a standard method of arch dam design.

Present Theories Used for Arch Dam Design

Ordinary Cylinder Theory.—This is the earliest method of design, and by it an arch dam is considered as a theoretical, free cylinder. For the purpose of design, every arch slice between two horizontal planes is considered as free to move relatively to other similar elementary arches.

This method of design of arch dams neglects entirely, first, that the lowest portions of a dam are practically immovable relatively to the foundation, and that, consequently, no arching can take place, so that the water pressure at the bottom is resisted entirely by the weight of the dam (gravity or cantilever action); and, second, that the highest arches are stressed and forced to deflect, although theoretically they may not have to support any direct water pressure.

Theoretically, therefore, there are serious objections against designing arch dams by the cylinder formula alone. Nevertheless, it is a fact, that no arch dam has failed yet, and this, with the simplicity of the formula itself, is undoubtedly a strong argument in favor of the cylinder theory. However, arch dams of unprecedented magnitude are being contemplated for the near future. Also, there is a tendency to increase the unit stresses, and this increase may be justified only if the stresses in the arches are calculated more accurately than is possible by the simple cylinder theory.

Monolithic Cylinder Theory.—By this method* of design, an arch dam is considered to be a monolithic cylinder, fixed at the base and along the side-hills. This method, although theoretically as correct as can be expected for such a complicated case and for the assumptions made, is applicable only to some special cases, and its use, therefore, is limited.

Theory of Combined Cantilever and Arch Action.—This method† of designing arch dams is based on the assumption of combined cantilever (gravity) and arch action. By simple graphical constructions the division of the water pressure between vertical cantilever and horizontal arches may be obtained in any vertical section of the dam, that is, at the crown of the arch as well as nearer the side-hills. This method permits also of due consideration being given to shrinkage and temperature deformations, rib shortening, swelling, lateral deformation (Poisson's ratio), etc., and the stresses resulting from these various influences can easily be determined and taken care of by reinforcement and a suitable distribution of the dam material.

Stresses in Arch Dams Determined from Deflection Measurements

It is a well recognized fact that a definite load acting on a structure produces a definite deflection, the size of which can be determined accurately if the theory of the structure and the basic assumptions underlying such theory are known. For instance, if an arch bridge is loaded with certain loads the deflections of the bridge due to such loads may be calculated by the theory of the elastic arch. On the other hand, if the deflections have been measured at a certain known temperature, the stresses in the material can be calculated with great accuracy, even if the load itself which produces the deflections is not accurately known.

Exactly the same reasoning applies to the relation between deflections and stresses in arch dams. If the load is known, the stresses and deflections may be calculated. If, on the other hand, the deflections have been measured, the stresses which produce such deflections can be determined by calculation. Deflections due to changes of temperature and those resulting from the shrinkage of concrete, etc., may be treated in a manner similar to that used for deflections due to direct loading.

Stresses which occur in the cantilevers, due to deformations and deflections along such beams in a dam, can be calculated by the well known theory of ordinary cantilever beams.

Stresses in the Horizontal Arch Slices Determined from the Arch Deflections

A number of measurements showing the deflections of arch crowns have been made for the Barren Jack Dam in Australia‡ and for the Salmon Creek Dam in Alaska.§ The deflection curves of these dams aroused considerable

* "Arched Dams", by B. A. Smith, M. Am. Soc. C. E., *Transactions*, Am. Soc. C. E., Vol. LXXXIII (1919–20), p. 2027.

† "Gravity and Arch Action in Curved Dams", by Fred A. Noetzli, Assoc. M. Am. Soc. C. E., Pamphlet 20-C, Am. Soc. C. E. (August, 1920).

‡ *Minutes of Proceedings*, Inst. C. E., Vol. CLXXVIII.

§ *Transactions*, Am. Soc. C. E., Vol. LXXXIII (1919–20), p. 316.

interest among engineers, but there seemed to be no way to derive any benefit from these measurements for the future design and construction of similar structures.

As a matter of fact, these deflection curves are of the greatest interest and significance if interpreted mathematically. The method of combined cantilever and arch action provides a way of interpreting the real meaning and the natural consequence of such deflections, and permits of the calculation of the size of the stresses which were necessary to bend and deflect the structure in the manner shown by the deflection curves.

If the length of an arch is increased or decreased by any forces or influences, the arch crown is moved forward or backward accordingly. This produces bending moments if the span of the arch remains unchanged. Consequently, in addition to the axial compression stresses due to the water pressure, bending stresses also occur in an arch dam. For reservoir full, the arches may be considered to be fixed at the abutments; for reservoir empty, the degree of "fixity" is somewhat uncertain, unless the dam is anchored to the rock foundation by reinforcing steel bars.

Approximate Formulas for the Determination of Arch Deflection Stresses

It has been shown by the writer in a previous paper* that a change, ΔL, in the length, L, of an arch slice, 1 ft. thick produces a horizontal thrust:

$$H = \frac{E \,\Delta L}{\int_{-\frac{l}{2}}^{+\frac{l}{2}} \frac{y^2 \, d\, L}{I}} = \frac{45\, E\, I\, \Delta L}{4\, h^2\, l} = 0.94\, \frac{E\, t^3}{h^2\, l}\, \Delta L \quad \ldots\ldots\ldots\ldots (1)$$

in which H = horizontal arch thrust acting at the distance of one-third of the rise of the center line measured from the crown;

L = length of center line of arch;

ΔL = change of length, L, due to any cause, such as compression, shrinkage, temperature, etc.;

l = span of arch;

h = rise of arch;

I = moment of inertia of arch $= \frac{1}{12} t^3$;

y = ordinate of any point of the arch axis with regard to coordinates through one abutment of the arch;

t = thickness of arch slice;

E = modulus of elasticity.

For the derivation of Equation (1), deformations resulting from bending moments only were considered. This leads to fairly accurate results for thin arches of high rise. For thick and flat arches, however, the effect of direct and shearing stresses becomes very noticeable. The equation for the thrust, H, is then rather complicated. In analyzing a great number of arches of such dimen-

* "Gravity and Arch Action in Curved Dams", Pamphlet 20-C, Am. Soc. C. E. (August, 1920).

sions, as they occur in general in arch dams, the writer has found that by consideration of direct stresses and shear, in addition to bending moments, a fairly accurate value of the total deformation thrust, H, may be obtained by Equation (1a):

$$H = 0.75 \frac{E\, t^3}{h^2\, l} \varDelta L \ldots\ldots\ldots\ldots\ldots\ldots\ldots (1a)$$

The writer believes that for the sake of simplicity the use of Equation (1a) is justified in all average cases for which a maximum degree of accuracy is not of primary importance. Adequate means for determining the deformation thrust, H, more accurately are given later.

The crown deflection, D, of an arch is given approximately by the equation:*

$$D = \frac{3}{16} \frac{L}{h} \varDelta L \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (2)$$

If, in an arch dam, the deflections, D, of the arches have been measured, it is possible to calculate also the corresponding variations, $\varDelta L$, of the length of the arch which caused the deflections, D.

Thus, from Equation (2),

$$\varDelta L = \frac{16\, h}{3\, L} D \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (3)$$

Introducing Equation (3) in Equation (1),

$$H = 0.75 \frac{E\, t^3}{h^2\, l} \frac{16\, h}{3\, L} D = \frac{4.0\, E\, t^3}{h\, L\, l} D$$

For the arch slices in most arch dams, the length, L, of the arch does not differ greatly from the span, l, and therefore

$$H = 4.0 \frac{E}{L^2} \frac{t^3}{h} D$$

and because $\frac{L^2}{h} = 8.3\, R$ (approximately),

$$H = 0.48 \frac{E}{R} \frac{t^3}{h^2} D \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (4)$$

Thus, if the crown deflections, D, of an arch dam have been measured for a number of horizontal arch slices, the horizontal thrust, H, for each one of these arch slices of a vertical thickness of 1 ft. is given in pounds by Equation (4) if all dimensions are measured in feet. H is to be taken as plus in the case of a lengthening of the arch, and minus in case of a shortening.

The thrust, H, which acts at a distance of practically one-third of the rise, h, from the arch crown, produces at any point of the arch a bending moment,

$$M = H \times \text{distance of point from the thrust, } H.$$

At the crown,

$$M = H \times \frac{h}{3} = 0.48 \frac{E}{R} \frac{t^3}{h^2} D \times \frac{h}{3} = 0.16 \frac{E}{R} \frac{t^3}{h} D \ldots\ldots\ldots (5)$$

* "Gravity and Arch Action in Curved Dams", Pamphlet 20–C, Am. Soc. C. E. (August, 1920).

The thrust, H, and the moment, M, combined produce the stresses.

$$f_D = \frac{H}{t} \pm \frac{M}{\text{Sec. Mod.}} = 0.48 \frac{E}{R} \frac{t^3}{h^2} \frac{D}{t} \pm \frac{0.16 \frac{t^3}{h} \frac{E}{R} D}{\frac{1}{6} t^2}$$

$$f_D = 0.48\, D \frac{E}{R} \frac{t}{h} \left(\frac{t}{h} \pm 2 \right) \quad \text{(6)}$$

in which D is in feet and f_D is pounds per square foot.

If D is measured in inches and all the other dimensions are given in feet, Equation (6) may also be written in the form,

$$f_D = \frac{D}{25} \frac{E}{R} \frac{t}{h} \left(\frac{t}{h} \pm 2 \right) \quad \text{(7)}$$

The upper sign in Equations (6) and (7) gives the stresses, f_D, at the intrados, and the lower sign the stresses at the extrados if plus stands for compression and minus for tension. The deflection, D, is thereby to be considered plus for a deflection in an up-stream direction, and minus for a deflection in a down-stream direction.

In a fixed arch, the bending moments at the arch abutments resulting from the thrust, H, are twice as large as at the crown, because the lever arm, for H is twice as long. The stresses are, therefore,

$$f_D = 0.48 \frac{t^3 E}{h^2\, t\, R} D \pm \frac{-2 \times 0.16 \frac{t^3}{h} \frac{E}{R} D}{\frac{1}{6} t^2}$$

$$f_D = 0.48\, D \frac{E}{R} \frac{t}{h} \left(\frac{t}{h} \pm 4 \right) \quad \text{(8)}$$

for D in feet, or

$$f_D = \frac{D}{25} \frac{E}{R} \frac{t}{h} \left(\frac{t}{h} \pm 4 \right) \quad \text{(9)}$$

for D in inches.

The upper sign in Equations (8) and (9) gives the stresses, f_D, at the extrados and the lower sign the stresses at the intrados if plus stands for compression and minus for tension. The arch deflection, D, is again to be considered plus for a deflection in an up-stream direction and minus for a deflection in a down-stream direction.

As a general rule, it should be remembered that a lengthening of the arch axis (deflection in an up-stream direction) produces a positive thrust, H, and that a shortening of the arch axis (deflection in a down-stream direction) corresponds to a negative thrust, H. This "deflection thrust", H, which acts at a distance of one-third of the rise of the arch from the crown, therefore, must not be confounded with the axial arch thrust from water pressure.

A deflection of an arch in an up-stream direction (deflection thrust, H, is plus) produces compression at the down-stream side near the crown and at the up-stream side near the abutments. At the same time tension is produced at the up-stream side near the crown and at the down-stream side near the abutments.

A down-stream deflection (deflection thrust, H, is minus) produces tension at the down-stream side near the crown and at the up-stream side near the abutments, and, further, compression at the up-stream side near the crown and at the down-stream side near the arch abutments.

The arch deflection stresses in any horizontal dam slice for which the crown deflection, D, was measured may be calculated therefore by Equation (6) or Equation (7) for a section at the crown and by Equation (8) or Equation (9) for the abutments. These deflection stresses have to be combined with the direct arch compression stresses from water pressure, in order to furnish the maximum stresses for the arch slice under investigation.

Stresses in the Vertical Cantilevers of Arch Dams

It has been shown previously that, particularly at the time of low dam temperature, practically all the water pressure near the base of arch dams is supported by pure cantilever action. In the upper portions of a dam horizontal arch action generally will prevail, but, nevertheless, the cantilever is forced to be bent and deflected by the respective movements of the arches. Such movements obviously introduce stresses of corresponding size in the cantilever. It is possible to calculate the size of these stresses if the deflections have been measured. The method of doing this is based on the well known theory of stresses and corresponding deflections in cantilever beams, and, therefore, will need no further explanation. A few illustrations, however, will be given in some examples discussed subsequently.

The Statical Conditions of Existing Arch Dams

Most of the existing arch dams have been designed and built according to the ordinary cylinder theory. The fact that many of these dams have developed serious cracks shows clearly that although pure arch action has been assumed in the design, temperature and shrinkage stresses are able at certain times to destroy such action entirely, because no arching can occur through open cracks.

If a reservoir formed by an unreinforced arch dam is empty, it has been shown by experience that in most such dams the opening of the vertical construction joints or other cracks is due to the shrinkage of the concrete during the setting and hardening of the cement and also to a decrease of temperature during the cold months of the year. Such a structure, before any water pressure acts on it, consists under those circumstances of a series of free vertical cantilevers.

Suppose, now, that the water rises slowly in the reservoir. At the beginning, its pressure will be supported entirely by the vertical cantilevers, because the contraction joints and other cracks are open, and it is evident that no arch stresses can be transmitted across open cracks. As soon as the cantilevers have deflected, under the pressure of the rising water, so far in a down-stream direction that all the vertical joints and cracks in the dam are closed, arching may occur and arch pressure is transmitted sidewise to the abutments. In many existing arch dams, the water had to rise more than one-half the height of the dam before the vertical joints and cracks were closed. For instance,

for the Salmon Creek Dam in Alaska, which is a constant-angle arch dam, 168 ft. high, the water had to rise more than 100 ft. in the reservoir to be sufficient to keep the contraction joints closed.* In other words, when the water rose for the first time in the reservoir, this dam acted by pure vertical cantilever action until the water had reached a depth of slightly more than 100 ft. Then the contraction joints closed tightly under this pressure, and the arch stresses could aid in supporting the additional pressure when the water rose still higher.

Similar conditions exist for many other slender arch dams, and this is one of the reasons why such structures can be considered with very close approximation as a combination of vertical cantilevers and horizontal arches. Also, for structures which have not developed open vertical cracks visible to the eye, it is well known that contraction of the concrete occurs under the influence of shrinkage and low temperature just as it does in any other concrete structure. Good concrete may carry tension of from 100 to 200 lb. per sq. in., or develop a great number of hair cracks, particularly in reinforced structures. Such conditions again decidedly favor initial vertical cantilevering in the lower portions of such a dam, until either all these hair cracks are closed or the shrinkage tension in the arches is relieved so that actual arch compression can occur. To close the vertical hair cracks or to relieve such shrinkage tension as may exist in a horizontal direction in a dam, however, the vertical cantilever has first to be deflected a corresponding amount. This also shows clearly that in such a dam the water pressure near the base, of necessity, has to be supported almost entirely by vertical cantilever action.

It has been proposed to force grout into the contraction joints "and put initial axial compression into the whole structure, thereby making it act like a solid arch."† Such grouting if it could be extended uniformly all over a crack would be of great advantage indeed. However, serious objections have been voiced against the grouting of contraction joints. Such joints, or other cracks, as is well known, may be $\frac{1}{4}$ or $\frac{1}{8}$ in. wide in the upper parts of a dam, but diminish to nil at or slightly above the foundation. In the lower 50 ft. of a dam of a height of, say, 150 ft., the width of such open joints is therefore on an average probably less than $\frac{1}{32}$ or $\frac{1}{64}$ in., and it is more than doubtful whether such fine cracks can be filled evenly by cement grout which does not contain an excessive quantity of water. There exists, therefore, the great danger that large spaces in the joints will remain unfilled and that all the arch thrust due to the pressure of the rising water will be concentrated in those areas which were reached by the grout. This will often result, not only in an uneven distribution of the arch stresses, but also in large eccentricities of the arch thrust, thus producing heavy bending moments which may ultimately become a serious menace to the safety of such a dam.

On the other hand, if only a part of the cross-section of a dam is brought to carry the arch thrust, what help is to be expected from those portions of the structure which lie opposite the unfilled spaces of the contraction joints?

* "Improving Arch Action in Arch Dams", by L. R. Jorgensen, M. Am. Soc. C. E., *Transactions*, Am. Soc. C. E., Vol. LXXXIII (1919-20), p. 320.

† *Loc. cit.*, p. 323.

Here is the old problem of the case of a chain with some very strong and some rather weak links. If, however, it is recognized that the difficulties of filling contraction joints evenly with grout are practically unsurmountable, how should it be possible, as is claimed, to fill these joints under such a pressure as to force the arch crown in an up-stream direction and to put shear on the foundation in the opposite direction to that due to the water load?* The pressure of the liquid grout can in no case be greater than the pressure due to the static head of this liquid, as in the case of any other vessel which is open at the top. The additional pressure shown by the grout pump is simply friction head of the grout flowing in the pipes and through the narrow cracks in the dam. Besides, there remain admittedly free air spaces in the joints, and it is difficult to imagine such air bubbles to be under considerable pressure while they could easily escape toward the open top.

Furthermore, an actual initial stress in the arches and a corresponding movement in the up-stream direction could only occur if the last contraction joint to be filled was widened to make possible the lengthening of the arch corresponding to the supposedly up-stream deflection. For instance, if a dam of the dimensions of the Salmon Creek Dam, referred to previously, should be grouted under such a pressure as to force the crown at the crest for, say, ½ in., in an up-stream direction, the contraction joint under pressure would have to be widened by more than ½ in. Of course, this would release at once the caulking material with which the down-stream side of the contraction joint was closed, and the grout would readily flow out.

It was deemed advisable to discuss somewhat at length the question of grouting the contraction joints of arch dams for the reason that important structures of this kind have been grouted in the past, and similar work is contemplated for the near future. For reasons already given, the grouting of contraction joints and other cracks is considered not only ineffective, as far as putting initial stresses into the arches is concerned, but, in certain cases, it may seriously affect the strength of an arch dam in which for one reason or another the joints have not been filled evenly. On the other hand, the construction joints of a straight gravity dam may be grouted with excellent results in order to make such joints water-tight.

A procedure which is undoubtedly much safer than grouting consists of building or closing the arch during the colder season of the year. If this is not possible, for one reason or another, vertical slots of suitable width should be left during the construction and later filled during the colder season. In both cases, however, proper judgment must be used with regard to the closing temperature in order that the arches and the cantilever are not over-stressed at the time the arch temperature rises to the seasonal maximum and when the reservoir is empty.

Examples

Practically all existing arch dams, with the exception of the Wooling Dam in Australia, have been designed and built according to the ordinary cylinder theory. As far as the writer knows, the Wooling Dam is the only structure

* *Transactions*, Am. Soc. C. E., Vol. LXXXIII (1919-20), p. 326.

of its kind designed as a monolithic cylinder fixed at the base. The deflections of this dam were measured and a close coincidence between calculated and measured deflections was found, so that the correctness of the monolithic cylinder theory as applied to this dam seems to be established beyond any doubt.

The writer's graphical method of investigating arch dams by considering such structures as acting like a combination of vertical cantilevers and horizontal arches has been proved* to give results which check almost exactly with those obtained by the mathematically correct method given by B. A. Smith, M. Am. Soc. C. E.† Thus, also, the soundness of the theory of combined cantilever and arch action is established, at least with this example. It may be of interest, therefore, to apply those principles to some other dams for which deflections have been measured.

The Barren Jack Dam in Australia.—This is an arch dam of a maximum height of 42 ft. above bed-rock, the radius of the up-stream face being 80 ft. The dam is 5.0 ft. thick at the base and 2.0 ft. thick at the crest. Fig. 1 shows a cross-section and various deflection curves for the arch crown under different load and temperature conditions.

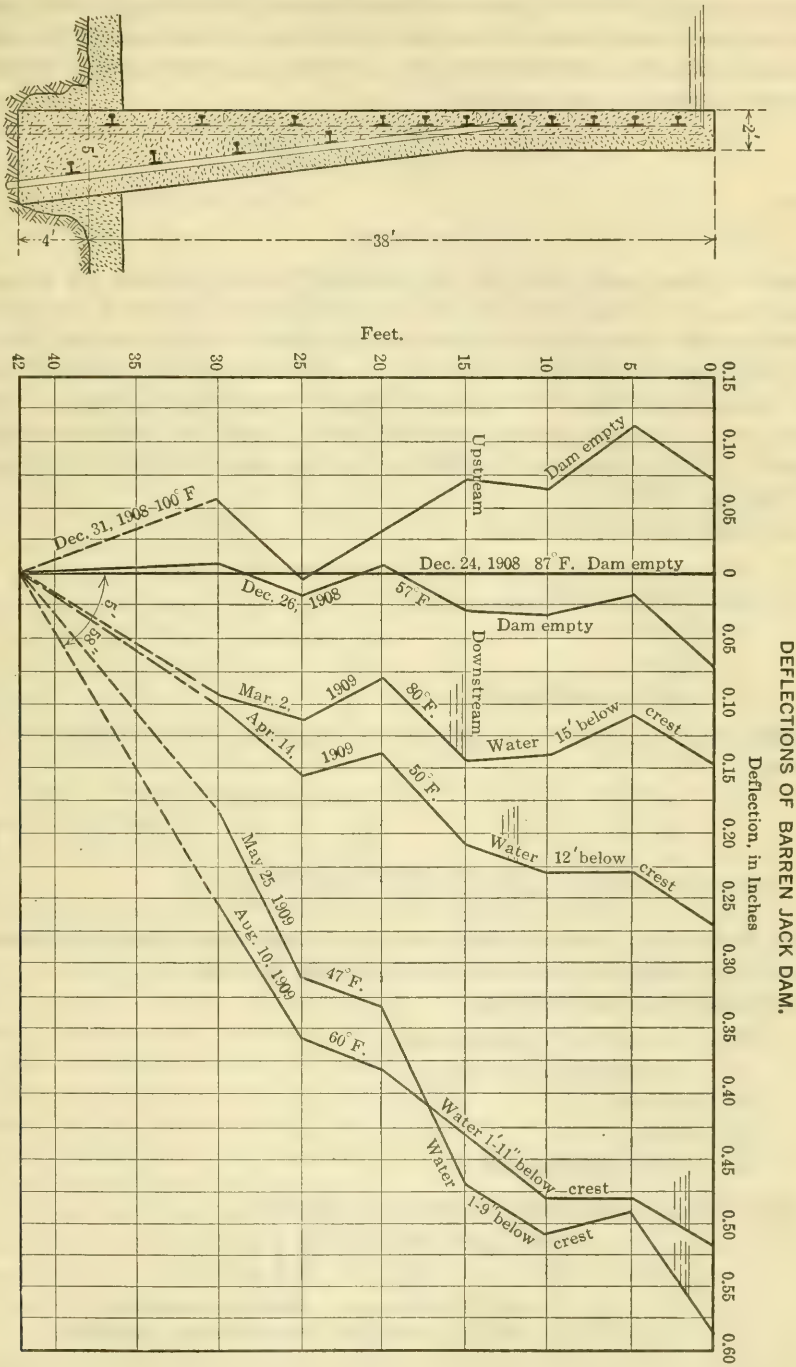
A striking feature of the deflection lines is the comparatively large angle at the foundation between the deflection curves and the line of zero deflection. Undoubtedly, the curves drawn through the various observed points have their origin at one common point at the foundation base. This point of origin, undoubtedly, is practically the same for any load and corresponding deflection curves for the simple reason that the bed-rock prevents any appreciable movement of the base of the dam. Elastic deformations are in some ways proportional to the unit stresses in the material, and the unit stresses in the large masses of bed-rock, resulting from the shearing and bending forces exerted by the dam on the rock, are so small at a short distance below the plane of contact between dam and bed-rock that the corresponding elastic deformations of the bed-rock itself are negligible. Any investigation of the bed-rock deformations at the base of any of the existing arch dams will prove this beyond any doubt.

Consequently, it follows that if the bed-rock is not deformed elastically or in any other manner for any appreciable amount, the dam may be considered to be rigidly fixed at the base unless cracks should have developed either between the masonry and the rock or in the masonry itself at the time when the dam came under pressure and was deflected more than is elastically possible.

Consider, now, a vertical dam slice at the crown of the arches where the deflections were measured. If such a cantilever was rigidly fixed at the base either due to its own weight or by special anchorage to the bed-rock, any deflection line would have the original line of zero deflection as a tangent at the origin at the base. The deflection curves of the Barren Jack Dam show a marked angle at the origin between the line of zero deflection and the

* Discussion on "Gravity and Arch Action in Curved Dams", by William Cain, M. Am. Soc. C. E., Pamphlet 20-C-2, Am. Soc. C. E., (December, 1920), p. 1.

† *Transactions*, Am. Soc. C. E., Vol. LXXXIII (1919-20), p. 2027.



5′
2′
4′
38′
DEFLECTIONS OF BARREN JACK DAM.
Deflection, in Inches
Feet.
Upstream
Downstream
Dam empty
Dec. 31, 1908–100° F
Dec. 24, 1908 87° F. Dam empty
Dec. 26, 1908
57° F
Dam empty
Mar. 2, 1909
80° F.
Water 15′ below crest
Apr. 14, 1909
50° F.
Water 12′ below crest
May 25 1909
47° F.
Aug. 10, 1909
60° F.
Water 1′-11″ below crest
Water 1′-9″ below crest

Fig. 1.

deflection curve itself. For instance, the measurements of August 10th, 1909 (Fig. 1), gave the deflection of a point 12 ft. above the base as 0.25 in., and the angle, α, between the deflection line on that date and the line of zero deflection is given by the relation,

$$\tan \alpha = \frac{0.25}{12 \times 12} = 0.00173$$

whence,

$$\alpha = 0^\circ\ 05'\ 58''$$

Such a large angle can only be explained by deformations far beyond elastic ones, or, in other words, by open cracks either between the dam and the foundation or a short distance above the foundation in the masonry itself. That such open cracks may occur due to over-stressing the cantilever, has been indicated previously by other calculations.* The deflection curves of the Barren Jack Dam undoubtedly prove that such a break has occurred in this structure. The maximum arch deflection at the crest was found to be 0.58 in. (May 25th, 1909).

By Equation (7), substituting

$D = -0.58$ in. (down stream, therefore, D is negative);
$E = 2\,500\,000$ lb. per sq. in.;
$R = 79$ ft.;
$t = 2$ ft.;
$h = 24$ ft. (estimated)

we obtain the stresses in the arch crown resulting from the deflection as follows:

$$f_D = \frac{D}{25}\,\frac{E}{R}\,\frac{t}{h}\left(\frac{t}{h} \pm 2\right) = \frac{-0.58}{25}\,\frac{2\,500\,000}{79}\,\frac{2}{24}\left(\frac{2}{24} \pm 2\right)$$

$$f_D = \begin{cases} -127 \text{ lb. per sq. in. (tension) intrados.} \\ +117 \text{ lb. per sq. in. (compression) extrados.} \end{cases}$$

On August 10th, 1909, the deflection of the Barren Jack Dam at an elevation of 17 ft. above the base was found to be 0.36 in. (Fig. 1).

By Equation (7), substituting

$D = -0.36$ in. (down stream)
$E = 2\,500\,000$ lb. per sq. in.
$R = 78$ ft.
$t = 4$ ft.
$h = 10$ ft. (estimated)

we obtain for the arch deflection stresses at the crown,

$$f_D = \frac{-0.36}{25}\,\frac{2\,500\,000 \times 144}{78}\,\frac{4}{10}\left(\frac{4}{10} \pm 2\right)$$

$$f_D = \begin{cases} -442 \text{ lb. per sq. in. (tension) intrados;} \\ +295 \text{ lb. per sq. in. (compression) extrados.} \end{cases}$$

* "Gravity and Arch Action in Curved Dams", Pamphlet 20–C, Am. Soc. C. E., (August, 1920).

If the same horizontal arch slice had to support all the water pressure, as is generally assumed when only the ordinary cylinder theory is considered, the compression stresses in the arch due to the water pressure would be:

$$f_w = \frac{P\,R_u}{t} = \frac{23 \times 62.5 \times 80}{4 \times 144} = 200 \text{ lb. per sq. in.}$$

where P = water pressure; and,
R_u = up-stream radius

The total stresses in this arch slice at the crown, therefore, would be,

$$f_D = \begin{cases} -\ 242 \text{ lb. per sq. in. (tension) intrados;} \\ +\ 495 \text{ lb. per sq. in. (compression) extrados.} \end{cases}$$

Due to the cantilever action which undoubtedly helps in supporting the water pressure at this elevation, the direct arch stresses are reduced somewhat. The correct values could be obtained by applying the method of combined cantilever action and horizontal arching.

In a similar manner, as shown previously, the arch deflection stresses and the maximum stresses may be determined at other elevations for any horizontal arch slice and for any characteristic load and deflection in an up-stream or down-stream direction.

It is needless to say that in a scientifically designed arch dam all excessive tension stresses should be taken care of by sufficient steel reinforcement to prevent the occurrence of tension cracks.

The Salmon Creek Dam in Alaska.—The Salmon Creek Dam, near Juneau, Alaska, is the first dam designed and built according to the modern principles of the constant-angle or varying radius types. The deflections of this structure were measured on a number of days when the water in the reservoir stood at different elevations and when the dam temperature had varied considerably from the normal.

The deflection curves of this dam have been published and discussed by L. R. Jorgensen, M. Am. Soc. C. E., in his paper, entitled "Improving Arch Action in Arch Dams".* A further interpretation of these deflections, based on the method of combined vertical cantilever and horizontal arch action, will be given by the writer. It is believed that certain phenomena occurring in the deflections of this dam and not clearly recognized heretofore may be more easily understood in this way. For the sake of convenience, the deflection curves of the Salmon Creek Dam are reproduced in Fig. 2.

The dotted line, *O-A-B,* in Fig. 2, shows the theoretical deflections of the arches for full water pressure and by neglecting cantilever action (simple-cylinder theory), it is evident that the theoretical and the actual deflections do not coincide with each other.

A slight modification in the measured deflection curves has been made in Fig. 2, in that the dotted lower portions of the lines have been brought to a common origin. For reasons explained in more detail in connection with the example of the Barren Jack Dam (page 270), it is believed that the large masses of solid bed-rock into which the base of the dam was keyed, did not deform appreciably under the stresses exerted by the dam, at least not so much as to

* *Transactions,* Am. Soc. C. E., Vol. LXXXIII (1919–20), p. 316.

enable such elastic down-stream deformation to be measured and to be shown on the diagram.

The most striking feature of the deflection lines of this dam is again, as in the case of the Barren Jack Dam, the large angle at the base between the deflection curves and the line of zero deflection. This phenomenon is expressed most decidedly for the deflections measured on October 27th, 1915 (Curve No. 7). At Elevation 1035 (28 ft. above the base), the deflection measured on that day was found to be 0.375 in.

The angle, α, is given by the relation,

$$\tan \alpha = \frac{0.375}{28 \times 12} = 0.000111$$

and,

$$\alpha = 0° \ 03' \ 50''$$

A cantilever fixed at the base and deflected elastically by loads above could not form such a large angle at the base, but would have the line of zero deflections as a tangent, approximately as shown by a typical cantilever deflection curve in Fig. 2.

In view of the fact that the deflections of the Salmon Creek Dam show clearly a large angle between the deflection curves and the line of zero deflection, it is evident that one or a series of cracks have opened in the cantilever on the up-stream side of this structure. These cracks may have occurred either between the dam and the bed-rock or in the masonry itself a short distance above the bed-rock, wherever the least tensile strength existed. Such cracks, of course, will extend only for a comparatively short distance into the dam body, and the water-tightness is insured sufficiently by the increased compression stresses near the down-stream side.

A further proof that this dam has developed horizontal cracks at the up-stream side is shown by the following calculation:

Consider a vertical cantilever slice at the center of the dam, where the deflections have been measured. The measurements of October 27th, 1915 (Curve No. 7), shows the deflection of this cantilever to have been 0.375 in. at a distance of 28 ft. above the base. Neglect, now, for the purpose of this investigation, the portions of the vertical cantilever above Elevation 28. There remains, then, a cantilever of, say, a lateral width of 1 ft. and a depth equal to the thickness of the dam, or, on an average, about 42 ft. in this particular case. The length of this cantilever is 28 ft. and the deflection of the upper end, that is, 28 ft. from the fixed end at the base, has been measured at 0.375 in. (Fig. 3).

In order to deflect such a cantilever for 0.375 in., a uniformly distributed load of about

$$W = 20\,000\,000 \text{ lb.}$$

would be necessary. The bending moment at the fixed end would then be,

$$M = 20\,000\,000 \times \frac{28}{2} = 280\,000\,000 \text{ ft-lb.},$$

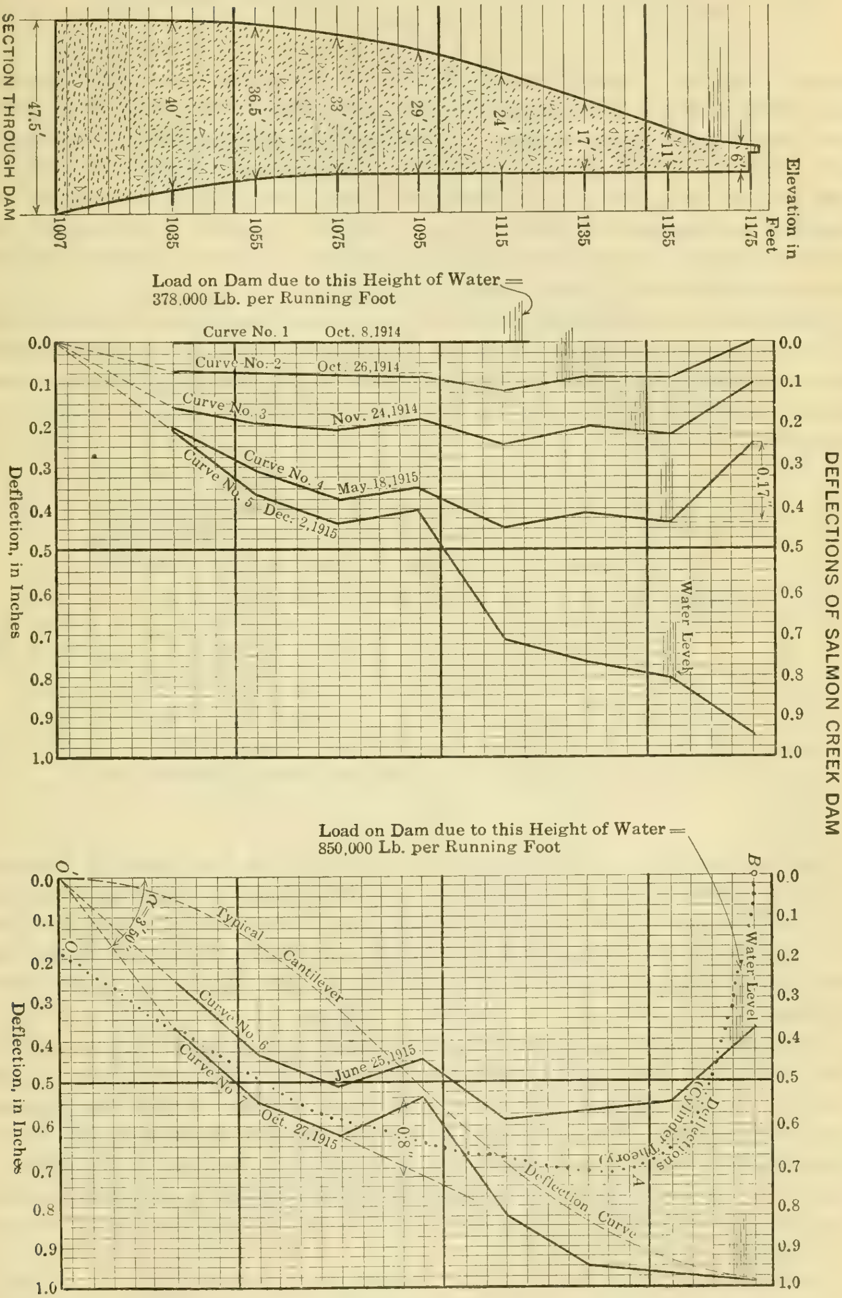

SECTION THROUGH DAM
47.5'
40'
36.5'
33'
29'
24'
17'
11'
6'
Elevation in Feet
1007
1035
1055
1075
1095
1115
1135
1155
1175
DEFLECTIONS OF SALMON CREEK DAM
Load on Dam due to this Height of Water = 378,000 Lb. per Running Foot
Curve No. 1 Oct. 8,1914
Curve No. 2 Oct. 26,1914
Curve No. 3 Nov. 24,1914
Curve No. 4 May 18,1915
Curve No. 5 Dec. 2,1915
0.17"
Water Level
Deflection, in Inches
0.0
0.1
0.2
0.3
0.4
0.5
0.6
0.7
0.8
0.9
1.0
Load on Dam due to this Height of Water = 850,000 Lb. per Running Foot
O'
O
B
Typical Cantilever
Curve No. 6 June 25,1915
Curve No. 7 Oct. 27,1915
0.8"
Deflection Curve
Cylinder Theory
A
Water Level
Deflection, in Inches

FIG. 2.

producing stresses of,

$$f = \pm \frac{M}{\text{Sec. Mod.}} = \pm \frac{280\,000\,000}{\frac{1}{6} \times 1 \times 42^2} = \pm\ 950\,000 \text{ lb. per sq. ft.}$$

which, of course, is impossible. Even after consideration of the weight of the cantilever, and all other forces and reactions transmitted from the upper portions of the dam to the short cantilever under investigation, it is clearly seen that such a short and deep cantilever cannot deflect for 0.375 in. without cracking or being partly lifted from the "fixed" end. It is also impossible that the well-seasoned concrete at the base should have "flowed" so much as to permit such a large deflection before the limit of tensile strength of the concrete was reached at the up-stream side.

These mathematical interpretations of the deflections of the Salmon Creek Dam seem to be conclusive proof that this structure also broke away partly from the base and developed horizontal cracks at the up-stream side at a time when the water in the reservoir had risen toward the crest and the dam temperature was low.

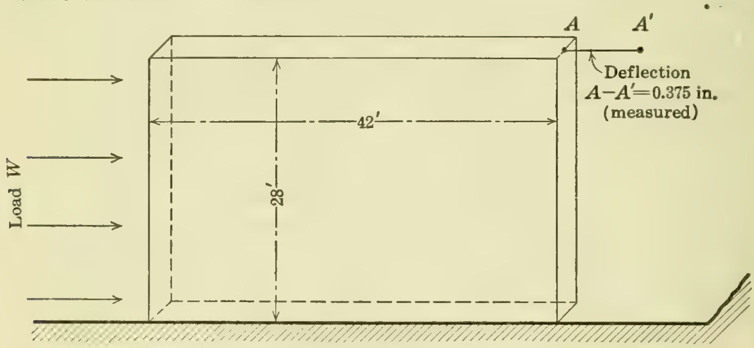


Fig. 3.

Another matter of great interest is the "knee" in the deflection lines at Elevation 1095. This irregularity in the deflections was explained by the fact that the concrete near Elevation 1095 was poured during a period of low temperature (end of construction season). Curve No. 7, Fig. 2, shows the maximum bend in the knee between Elevations 1075 and 1115 to be about 0.18 in.

Any calculations for determining the deflection of a concrete beam, 40 ft. long and 28 ft. deep, will show that a deflection as large as 0.18 in. at the center is impossible for an unreinforced beam of these dimensions without producing cracks. For instance, in order to bend a concrete beam, 40 ft. long, 28 ft. deep, and 1 ft. wide, for 0.18 in. at the center, theoretically, a load of about 9 500 000 lb., uniformly distributed, would be required, producing a maximum tension of more than 2 500 lb. per sq. in. Such is, of course, impossible.

Similar reasoning leads to the conclusion that there may be another horizontal crack in the dam near Elevation 1155. The measurements made on May 18th, 1915 (Curve No. 4, Fig. 2), show that, below Elevation 1155,

the deflection line for about 40 ft. was nearly vertical and that, at the crest, the dam deflected about 0.17 in. relatively to Elevation 1155. A short calculation for the cantilever portion above Elevation 1155 shows that, even under conservative assumptions, this cantilever, 20 ft. long, with an average thickness of about 8 ft., would have to sustain tensile stresses of more than 900 lb. per sq. in., in order to allow at the free end a deflection of 0.17 in. This seems to indicate that probably another horizontal break has occurred at or near Elevation 1155, as stated.

The deflection curves of the Salmon Creek Dam therefore lead to the conclusion that in this structure the vertical cantilever is broken at three different elevations. The breaks occurred most probably in horizontal construction joints where new concrete was poured on top of the old, or where the accumulation of laitence had reduced the tensile strength. Although the deflection curves clearly indicate the presence of cracks, nothing can be predicted, of course, with regard to their number, width, and extension, without deflection measurements being taken at other points of the dam. It may be argued that the concrete of the dam "flowed" in excess of the elastic deformations and thus prevented the occurrence of open cracks. However, while it may "flow" somewhat under high compression stresses, it hardly did so to a marked degree before the limit of the tensile strength, say, 150 to 200 lb. per sq. in., of the concrete of the structure under consideration, was reached. It is now a matter of speculation as to what degree such cracks may affect the safety of the structure and whether there is any danger of gradual disintegration under the occurring reversible stresses.

When the water in the reservoir stands, for instance, at Elevation 1095, where a horizontal crack apparently exists, the cantilever and, therefore, the whole dam has the tendency to be deflected somewhat in a down-stream direction. At the same time, the arch ring from Elevation 1095 upward may be forced in an up-stream direction, say, due to a rise in temperature. Thus, shearing stresses of considerable magnitude occur in the plane of the crack, and this fact may lead to a movement and to progressive deterioration, if the climatic conditions are such as to favor deflections in opposite directions.

It may now be of interest to calculate also the "arch deflection stresses" in the horizontal dam slices.

The maximum deflection of the highest arch, as measured on October 27th, 1915, was 0.98 in. (Curve No. 7, Fig. 2). As a matter of fact, it must have been somewhat larger, because the assumed line of zero deflection (Curve No. 1) includes already the deflection necessary to close the open cracks in the dam.*

By Equation (7), substituting

$D = -0.98$ in. (down stream);

$E = 2\,500\,000$ lb. per sq. in.;

$R = 325$ ft.;†

$t = 6$ ft.;†

$h = 150$ ft.;†

* *Transactions*, Am. Soc. C. E., Vol. LXXXIII (1919–20), p. 320.

† These dimensions are taken from Plate XIII, *Transactions*, Am. Soc. C. E., Vol. LXXVIII (1915), p. 709.

we obtain the stresses at the arch crown resulting from the deflection, as follows:

$$f_D = \frac{-0.98}{25} \times \frac{2\,500\,000 \times 144}{335} \times \frac{6}{150}\left(\frac{6}{150} \pm 2\right)$$

$$f_D = \begin{cases} -24 \text{ lb. per sq. in. (tension) intrados;} \\ +23 \text{ lb. per sq. in. (compression) extrados.} \end{cases}$$

On the same day, the deflection of the dam was 0.82 in. at an elevation of 108 ft. above the base (Curve No. 7, Fig. 2). At this elevation,

$$R = 282 \text{ ft.};$$
$$t = 24 \text{ ft.};$$
$$h = 76 \text{ ft.}$$

Then, by Equation (7), the arch deflection stresses at the crown of this arch slice are,

$$f_D = \frac{0.82}{25} \times \frac{2\,500\,000 \times 144}{282} \times \frac{24}{76}\left(\frac{24}{76} \pm 2\right)$$

$$f_D = \begin{cases} -213 \text{ lb. per sq. in (intrados) tension;} \\ +154 \text{ lb. per sq. in. (extrados) compression.} \end{cases}$$

The arch deflection stresses at the abutments are found by Equation (9), as follows:

$$f_D = \frac{0.82}{25} \times \frac{2\,500\,000 \times 144}{282} \times \frac{24}{76} \times \left(\frac{24}{76} \mp 4\right)$$

$$f_D = \begin{cases} -396 \text{ lb. per sq. in. (extrados) tension;} \\ +338 \text{ lb. per sq. in. (intrados) compression.} \end{cases}$$

These arch deflection stresses which, as must be remembered, are due entirely to the bending of the arch while it was being shortened as the result of axial compression, drop of temperature, shrinkage, etc., have to be combined with the stresses due to the pressure of the water. If all this pressure was carried by horizontal arching (ordinary cylinder theory), the stresses from water pressure in the arch investigated would be:

$$f_w = \frac{58 \times 62.5 \times 294}{24} = +307 \text{ lb. per sq. in. (compression).}$$

This stress combined with the arch deflection stresses gives the maximum unit stresses in this arch slice, as follows:

$$\text{At the crown.....} \begin{cases} \text{Intrados } f_{max.} = +\ \ 94 \text{ lb. per sq. in. (compression);} \\ \text{Extrados } f_{max.} = +461 \text{ lb. per sq. in. (compression).} \end{cases}$$

$$\text{At the abutments.} \begin{cases} \text{Extrados } f_{max.} = -\ \ 89 \text{ lb. per sq. in. (tension);} \\ \text{Intrados } f_{max.} = +645 \text{ lb. per sq. in. (compression).} \end{cases}$$

In this manner, the arch deflection stresses and the true maximum stresses in the arching parts of this dam may be determined at any other elevation and for any load and temperature condition for which deflection measurements are available or may be made any time in the future.

The calculations point to a maximum compression at the intrados near the abutments of slightly more than 600 lb. per sq. in. It is possible that under such high unit stresses the green concrete "flowed" somewhat so that a readjustment took place, which reduced the theoretical unit stresses both

on the tension and on the compression side. Such a "flow" could be best detected by continuous deflection measurements at various critical places on the dam. Furthermore, it has to be considered that whenever, in an unreinforced arch dam, cracks have opened on the tension side, the theoretical maximum compression stresses are also reduced, because the resultant of the compression stresses in such a case has to equal the compression resulting from the external loads.

More Accurate Formulas for the Determination of the Arch Deflection Stresses

As previously mentioned, Equations (6), (7), (8), and (9), are only approximations, their main advantage being their simplicity. Greater accuracy is obtained by taking into consideration, in a theoretically correct manner, also the deformations due to the axial stresses and the shearing stresses, besides those resulting from bending moments.

The elastic theory of arches, as given in most modern treatises on arch design, shows the horizontal arch thrust, H_f, which is due to rib-shortening resulting from loads applied to the arch, to be:

$$H_f = -\frac{H_a \int \frac{d\,L}{A}}{\int y^2 \frac{d\,L}{I} + \int \cos^2 \alpha \frac{d\,L}{A} + 3 \int \sin^2 \alpha \frac{d\,L}{A}} \quad \ldots\ldots (10)$$

whereby, in the case of a horizontal slice of an arch dam, 1 ft. thick:

H_f = arch thrust resulting from rib-shortening;

H_a = arch thrust due to the water pressure;

$d\,L$ = length of an arch element;

A = cross-section of arch (= thickness, t, of arch slice);

y = ordinate of arch elements, $d\,L$, with regard to a horizontal X-axis drawn through the center of gravity of the whole arch;

α = angle of inclination between arch element and horizontal X-axis; and

I = moment of inertia of cross-section of arch $\left(I = \frac{1}{12} t^3\right)$.

According to Hooke's law, H_a has the value:

$$H_a = \frac{\Delta\, L}{L} E\, t$$

where E equals the modulus of elasticity and $\Delta\, L$ equals the total shortening of the arch axis. Further, there is,

$$\int \frac{d\,L}{A} = \frac{L}{t}$$

The numerator of Equation (10) is, therefore, $E\,\Delta\, L$.

The first term in the denominator of Equation (10), for H_f, that is, $\int y^2 \frac{d\,L}{I}$, represents the influence from bending moments; the second term,

$\int \cos^2 \alpha \frac{d\,L}{A}$, gives the influence of the direct stresses; and the third term, $3 \int \sin^2 \alpha \frac{d\,L}{A}$, represents the influence from shearing stresses.

The main term in the denominator of Equation (10) is $\int y^2 \frac{d\,L}{I}$, and, as shown in the writer's paper "Gravity and Arch Action in Curved Dams",* this equals very nearly $\frac{4\,h^2\,l}{45\,I}$. Consequently, H_f has approximately the value,

$$H_f = 0.94 \frac{E\,t^3}{h^2\,l} \Delta\,L$$

which is the same as that obtained in Equation (1).

In order to obtain a more accurate value of H_f, we will compare its exact value (Equation (10)) with the approximate value given by Equation (19 *a*) of the writer's paper on "Gravity and Arch Action in Curved Dams"*. Equation (10) may be written:

$$H_f = -\frac{H_a \int \frac{d\,L}{t}}{\int y^2 \frac{d\,L}{I} + \int \cos^2 \alpha \frac{d\,L}{t} + 3 \int \sin^2 \alpha \frac{d\,L}{t}} \quad \ldots\ldots (11)$$

Equation (19 *a*) of the writer's paper on "Gravity and Arch Action in Curved Dams", reads:

$$H_f = -\,0.94\,f'_c \frac{t^3}{h^2} \quad \ldots\ldots\ldots\ldots\ldots\ldots\ldots (12)$$

in which f'_c equals the axial stress due to water pressure. The thrust, H_a, in Equation (11) equals $f'_c\,t$, and the whole numerator, therefore, has the value, $f'_c\,L$.

In order to make H_f in Equation (12) equal to the theoretically correct value of H_f in Equation (11), we simply have to introduce in Equation (12), instead of the approximate constant value, 0.94, such a factor, k_f, that Equation (12) furnishes the same values for H_f as Equation (11).

The factor, k_f, may be calculated from the relation:

$$H_f = -\frac{f'_c\,L}{\int y^2 \frac{d\,L}{I} + \int \cos^2 \alpha \frac{d\,L}{t} + 3 \int \sin^2 \alpha \frac{d\,L}{t}} = -\,k_f\,f'_c \frac{t^3}{h^2}$$

from which,

$$k_f = \frac{h^2\,L}{t^3 \left(\int y^2 \frac{d\,L}{I} + \int \cos^2 \alpha \frac{d\,L}{t} + 3 \int \sin^2 \alpha \frac{d\,L}{t} \right)} \quad \ldots\ldots (13)$$

The values, k_f, have been calculated for arches with central angles of from 60 to 180° and for various proportions of $\left(\frac{t}{h}\right)$, which are plotted in Fig. 4.

* Pamphlet 20–C, Am. Soc. C. E. (August, 1920).

The arch thrust, H_f, which is due to rib-shortening, may be calculated therefore for any arch slice of an arch dam from the following equation:

$$H_f = -k_f f'_c \frac{t^3}{h^2} \qquad (14)$$

whereby k_f may be taken from Fig. 4 for the different central angles of the arches and the various proportions of $\left(\frac{t}{h}\right)$.

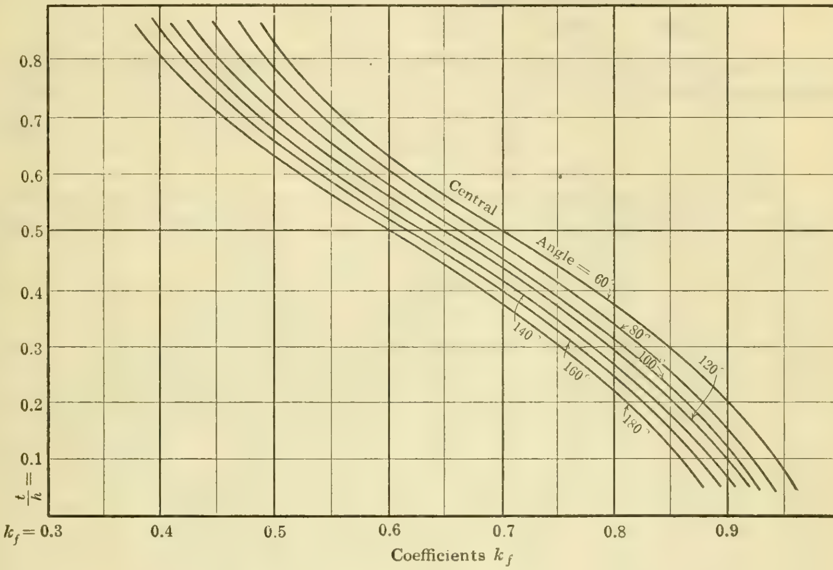


FIG. 4.

The arch thrust, H_f, which acts, as should be remembered, at a distance of approximately one-third of the rise of the arch from the crown, produces bending moments and stresses in the arch. For instance, at the crown the stresses are:

$$f_c = \frac{H_f}{t} \pm \frac{H_f \frac{h}{3}}{\text{Sec. Mod.}}$$

$$f_c = -k_f f'_c \frac{t}{h}\left(\frac{t}{h} \pm 2\right) \qquad (15)$$

in which f_c is pounds per square foot; and at the abutments:

$$f_c = \frac{H_f}{t} \pm \frac{H_f \frac{2}{3} h}{\text{Sec. Mod.}}$$

$$f_c = -k_f f'_c \frac{t}{h}\left(\frac{t}{h} \pm 4\right) \qquad (16)$$

The deformations resulting from temperature and shrinkage have to be treated separately from those due to rib-shortening.

For temperature deformations, the theory of the elastic arch gives the horizontal thrust:

$$H_t = \frac{c\,T\,l}{\int y^2 \frac{d\,L}{I} + \int \frac{d\,L}{A}} \qquad (17)$$

in which,

c = coefficient of expansion;
T = change of arch temperature;
l = span of arch.

In a manner similar to Equation (14) for H_f, Equation (17) for H_t, may be transformed into:

$$H_t = k_t\,E\,c\,T \frac{t^3}{h^2} \qquad (18)$$

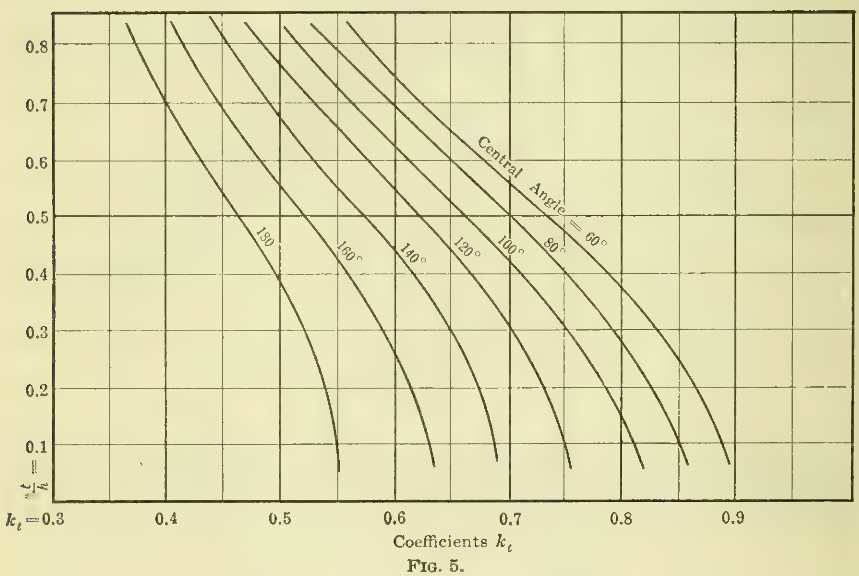


FIG. 5.

The numerical values for k_t are calculated and plotted in Fig. 5 for different central angles between 60 and 180° and for various values of $\frac{t}{h}$

The stresses in the arch due to H_t are, at the crown,

$$f_c = k_t\,E\,c\,T \frac{t}{h}\left(\frac{t}{h} \pm 2\right) \qquad (19)$$

in which f_c is pounds per square foot; and at the abutments,

$$f_c = k_t\,E\,c\,T \frac{t}{h}\left(\frac{t}{h} \pm 4\right) \qquad (20)$$

If the deflections, D, of an arch dam have been measured, and it is desired to know the resulting arch deflection stresses, the procedure is as

follows: Insert in Equation (14) for f'_c (axial stress due to water pressure), its value (Hooke's law):

$$f'_c = \frac{\Delta L}{L} E$$

Then,

$$H_f = k_f \frac{E\, t^3}{h^2 L} \Delta L$$

Introduce for ΔL its value according to Equation (3),

$$\Delta L = \frac{16\, h}{3\, L} D$$

The deformation stresses in the arch may then be obtained in a manner similar to that previously shown. At the crown,

$$f_D = 0.64\, k_f\, D \frac{E}{R} \frac{t}{h} \left(\frac{t}{h} \pm 2\right) \qquad (21)$$

in which D is in feet, and f_D is pounds per square foot; and at the abutments,

$$f_D = 0.64\, k_f\, D \frac{E}{R} \frac{t}{h} \left(\frac{t}{h} \pm 4\right) \qquad (22)$$

The upper sign in Equation (21) gives the stresses, f_D, at the intrados and the lower sign at the extrados, and opposite for Equation (22). Compression is shown by plus and tension by minus. The deflection, D, is to be considered plus for a deflection in an up-stream direction and minus for a down-stream deflection.

In Equations (21) and (22) the coefficient, k_f, is to be taken from the curves shown on Fig. 4 if the deflections result mainly from water pressure. If the arch deflection can be traced mainly to temperature or shrinkage deformations, the coefficients, k_t, taken from the curves shown on Fig. 5, should be used instead. If water pressure and temperature together produced the measured deflection, a coefficient has to be interpolated between k_f and k_t according to the relative importance of water pressure or temperature.

Conclusions

The results of the investigations given in this paper show clearly the necessity of considering in the design of arch dams not only the direct compression stresses resulting from the water pressure (ordinary cylinder theory), but also those stresses which are due to deformations and corresponding deflections of the arches and cantilevers.

The deflection of an arch dam may be due to any reason, such as direct water pressure, temperature, shrinkage, swelling, lateral deformation (Poisson's ratio), etc., or a combination of any or all of these. The fact that such deflections have been measured enables the determination of the resulting arch deflection stresses, by the aid of the formulas given, with a fair degree of accuracy.

It has been claimed recently that whenever it takes a comparatively long time, say, 14 days or more, to develop the full load in a concrete dam, the stresses, under such circumstances, would be greatly reduced due to the

so-called "time factor". It is a fact borne out by tests that "green" concrete, and, to a certain degree, also, older concrete, deforms under high compression stresses somewhat more than the assumed laws of true elasticity would permit. Such test results, however, which were made under conditions absolutely strange to what ordinarily is the rule for arch dams, can hardly be applied directly to dam construction, and, as far as the writer knows, they also are not considered in any other practical design of concrete structures. As a matter of fact, experience has shown that in dam construction, in an unmistakable manner, the "time factor" is of negligible influence as long as the unit stresses are low, inasmuch as it is not even able to prevent the very slowly working shrinkage deformations from cracking the concrete. It is the writer's opinion that for these reasons the "time factor" should not be considered in the design of arch dams, as long as the stresses are kept below a reasonable limit.

It is evident that the foregoing deflection-stress formulas are of considerable value also for the design of new arch dams. It is possible in many cases to predetermine the probable deflections of a dam designed as a "cantilever arch dam" by the method of combined cantilever and arch action. Consequently, the "arch deflection stresses" in such a structure may also be predetermined with a fair degree of accuracy. On the other hand, those formulas will enable an approximate determination to be made of the stresses in the arches of existing dams if the deflections are measured. This will then permit engineers to judge the factor of safety of such dams, and also to draw conclusions with regard to the stresses that may be expected in future similar structures.

This fact emphasizes most forcefully the great desirability of having deflection measurements made for all arch dams, and of interpreting such deflections mathematically, for instance, in the manner pointed out in the paper. Such investigations and a thorough discussion of the results will then lead to definite and closely defined safe assumptions for the future construction of arch dams, and the result will be not only a great economy in the cost of such structures, but also a uniform and definite factor of safety.

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THE CIRCULAR ARCH UNDER NORMAL LOADS*

By William Cain,† M. Am. Soc. C. E.

Synopsis.

In the theory of curved dams, the deflection of a horizontal circular arch under normal loads plays an important rôle. The main object of the following investigation is to derive nearly exact formulas for this deflection, as well as formulas for moment, thrust, and shear, both for arches "fixed" (encastré) at the ends and for those free to turn or "hinged" at the abutments. Since the only approximation introduced consists in neglecting the influence of shear on the deformation, the results may be characterized as nearly exact.

It is left to the engineer's judgment to choose the results best adapted to the conditions at the abutments as actually constructed. For thin dams, the theory pertaining to "hinged ends" may be nearer the truth; for thick dams, the hypothesis of "fixed ends" may be more nearly realized. In case anchoring with steel bars to the side-hills is resorted to, the conditions there become more definite.

The formulas being necessarily long, a number of tables of numerical coefficients have been prepared to aid in a quick computation of deflections, or for use where deflections are given by observation and stresses are to be ascertained.

In the analysis of arched dams, the dam is supposed to be divided into a series of horizontal arches, each 1 ft. in depth, and free to move over each other,‡ and the solution is based on the principle that the deflection of any arch and of the corresponding vertical cantilever at its crown, must be the same. The part of the normal load borne by each arch in turn is thus ascertained; and it is this load, acting in a radial direction, that figures in all the computations that follow.

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* This paper will not be presented for discussion at any meeting of the Society, but written communications on the subject are invited for subsequent publication in *Proceedings* and with the paper in *Transactions*.

† Chapel Hill, N. C.

‡ On this point, see the writer's discussion, in Pamphlet 20-C-2, Am. Soc. C. E. (December, 1920), of the paper entitled "Gravity and Arch Action in Curved Dams", by Fred A. Noetzli, Assoc. M. Am. Soc. C. E.

Very simple formulas for the deflection of a horizontal arch subjected to normal loads, have been derived by B. A. Smith, M. Am. Soc. C. E.,* and by F. A. Noetzli, Assoc. M. Am. Soc. C. E.†

Using the notation given in connection with Fig. 1, the crown deflection η, can be reduced to the forms:

$$\text{(Smith)}, \quad \eta = \frac{3}{2} \frac{p' r'^2}{E t},$$

$$\text{(Noetzli)}, \quad \eta = 1.56 \frac{p' r r'}{E t}.$$

These formulas were derived, for arches "hinged at the ends", by considering the deformations due only to the circumferential thrust, the influence of bending moments being neglected. They are consequently only approximate.

In Table 1 are given the numerical coefficients corresponding to the (nearly) exact solutions of Equations (15) and (19). By comparison, it is seen that the coefficient 1.56 of Mr. Noetzli's formula is sufficiently near for thin dams with "hinged ends" for the usual central angles; but for thick dams and small central angles, the approximate solution gives very erroneous results. The differences are still more pronounced when the arch is really "fixed at the ends."

TABLE 1.—Circular Arch Fixed at Ends, Under Normal Loads.

Values of Coefficient c in $\eta = c \left(\frac{p r^2}{E t}\right) = c \left(\frac{p' r r'}{E t}\right)$.

$2\phi_1$	$\frac{t}{r} = 0.02$	$\frac{t}{r} = 0.06$	$\frac{t}{r} = 0.10$	$\frac{t}{r} = 0.15$	$\frac{t}{r} = 0.20$	$\frac{t}{r} = 0.25$	$\frac{t}{r} = 0.30$
40°	1.708	0.994	0.542	0.287	0.173	0.115	0.081
60°	1.845	1.606	1.277	0.911	0.651	0.477	0.360
90°	1.879	1.828	1.735	1.577	1.400	1.223	1.060
120°	1.894	1.878	1.848	1.794	1.723	1.640	1.549
180°	1.918	1.916	1.911	1.903	1.891	1.877	1.859

Circular Arch Hinged at Ends, Under Normal Loads.

Values of Coefficient c in $\eta = c \left(\frac{p r^2}{E t}\right) = c \left(\frac{p' r r'}{E t}\right)$.

$2\phi_1$	$\frac{t}{r} = 0.02$	$\frac{t}{r} = 0.06$	$\frac{t}{r} = 0.10$	$\frac{t}{r} = 0.15$	$\frac{t}{r} = 0.20$	$\frac{t}{r} = 0.25$	$\frac{t}{r} = 0.30$
40°	1.541	1.363	1.108	0.811	0.590	0.437	0.332
60°	1.571	1.518	1.453	1.331	1.190	1.048	0.914
90°	1.578	1.568	1.556	1.528	1.490	1.444	1.392
120°	1.593	1.590	1.587	1.578	1.566	1.551	1.533
180°	1.637	1.636	1.635	1.634	1.632	1.630	1.627

For the latter case, the late R. Shirreffs, M. Am. Soc. C. E.‡ derived an approximate formula for deflection which is as complicated as the (nearly)

* *Transactions*, Am. Soc. C. E., Vol. LXXXIII (1919–20), p. 2027.

† Pamphlet 20-C, Am. Soc. C. E. (August, 1920).

‡ *Transactions*, Am. Soc. C. E., Vol. LIII (December, 1904), pp. 163–166.

exact formula, Equation (15), and differs from it in its results very materially, so that it should be rejected.

In the ordinary theory, where vertical loads only are considered, the influence of moment and thrust can be separately considered; but, for the uniform normal loads, the investigation that follows will show that this separation is inadmissible, since it gives $M = 0$, throughout. Mr. Shirreffs, in his analysis, attempts this separation and likewise ignores the influence of P on bending, and the compression of the arch due to H', which is really the equivalent of $(p\,r - P_0)$, as given later. These considerations will sufficiently account for the difference in the results mentioned.

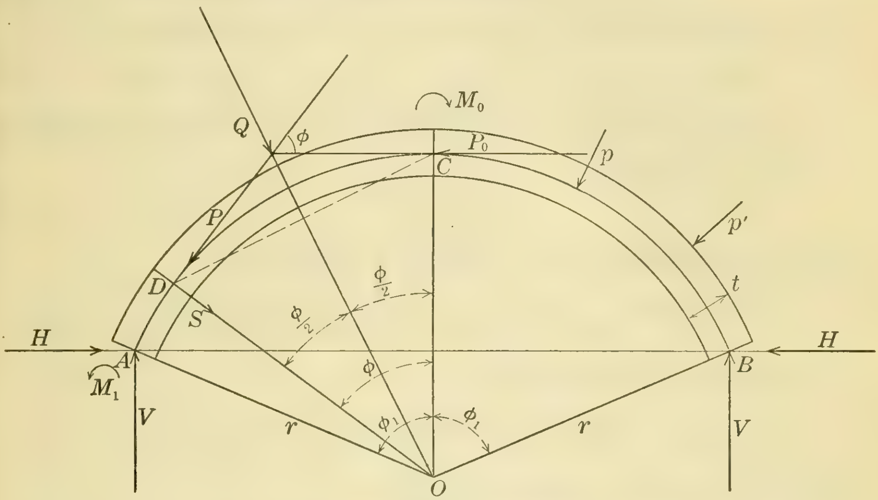

Fig. 1.

Circular Arch of Uniform Radial Thickness, Fixed at the Ends and Subjected to a Uniform Normal, Radial Pressure.

Fig. 1 is supposed to represent a horizontal circular arch, 1 ft. thick perpendicular to the plane of the paper.

Let, t = uniform radial thickness of arch, in feet;

r = radius of center line of arch, in feet;

r' = radius of extrados, in feet;

p' = normal, radial pressure, in pounds per square foot, on extrados;

p = normal pressure, in pounds per square foot, on center line $= \dfrac{p'\,r'}{r}$;

ϕ = angle with radius of crown for any point, D;

ϕ_1 = half central angle, $A\,O\,B$;

s = length of arc, $C\,D = r\,\phi \therefore d\,s = r\,d\,\phi$;

E = modulus of elasticity of arch, in pounds per square foot;

M_0 = moment at crown, taken positive clockwise;

P_0 = thrust at crown;

M, P, and S are, respectively, the moment, tangential component of the thrust, and shear at D (r, ϕ).

From symmetry, the thrust, P_0, at the crown, is normal to the radial section there and the shear is zero. At the left abutment the components of the reaction parallel and perpendicular to $O\,C$ are V and H, and the reaction moment is M_1. These forces V, H, M_1, with P_0, M_0, and the load on the semi-arch, hold the latter in equilibrium, so that it can be treated as a free body.

By Merriman's "Hydraulics",* the component, Q, of the loads on the arch segment, $C\,D$, acting perpendicular to the plane, $C\,D = p \,.\, C\,D = p \,.\, 2r \sin\frac{\phi}{2}$.

Similarly,

$$V = p\,r \sin\phi \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots \text{(1)}$$

and putting the horizontal components of the forces acting on the semi-arch $= 0$,

$$H = P_0 - p\,r\,(1 - \cos\phi_1) = p\,r \cos\phi_1 - (p\,r - P_0) \ldots\ldots \text{(2)}$$

If I = moment of inertia of a radial section at D about an axis perpendicular to the plane of the paper

$$I = \frac{1}{12}\,t^3\,;$$

and the corresponding radius of gyration, k, is given by,

$$k^2 = \frac{I}{\text{area of section}} = \frac{1}{12}\,\frac{t^3}{t \times 1} = \frac{1}{12}\,t^2.$$

The moment of Q about D is

$$Q \,.\, r \sin\frac{\phi}{2} = 2\,p\,r^2 \sin^2\frac{\phi}{2} = p\,r^2\,(1 - \cos\phi),$$

and the component of Q in the direction of P is

$$Q \sin\frac{\phi}{2} = p\,r.\,2\sin^2\frac{\phi}{2} = p\,r\,(1 - \cos\phi).$$

On taking moments of the forces acting from C to D about D,

$$M = M_0 + (p\,r - P_0)\,r\,(1 - \cos\phi) \ldots\ldots\ldots\ldots\ldots \text{(3)}$$

Also, since P equals the sum of the components of P_0 and Q parallel to P,

$$P = P_0 \cos\phi + p\,r\,(1 - \cos\phi) = p\,r - (p\,r - P_0)\cos\phi \ldots\ldots\ldots \text{(4)}$$

Taking partial derivations of Equations (3) and (4),

$$\frac{\delta M}{\delta M_0} = 1, \frac{\delta M}{\delta P_0} = -\,r\,(1 - \cos\phi); \frac{\delta P}{\delta M_0} = 0, \frac{\delta P}{\delta P_0} = \cos\phi.$$

The internal elastic work, L, of the semi-arch, neglecting that due to shear as inappreciable, is

$$L = \frac{r}{2}\int_0^{\phi_1}\frac{M^2\,d\,\phi}{E\,I} + \frac{r}{2}\int_0^{\phi_1}\frac{P^2\,d\,\phi}{E\,t} \ldots\ldots\ldots\ldots\ldots \text{(5)}$$

By the theorem of Castigliano,† the values of the unknowns, M_0, P_0, can be found by putting $\frac{\delta L}{\delta M_0} = 0, \frac{\delta L}{\delta P_0} = 0$ and solving.

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* Eighth Edition, p. 35.

† "Systèmes Elastiques", p. 265.

From
$$\frac{\delta L}{\delta M_0} = 0,$$

$$\frac{r}{E I} \int_0^{\phi_1} M \frac{\delta M}{\delta M_0} d \phi = 0,$$

therefore,

$$\int_0^{\phi_1} M d \phi = 0 \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (6)$$

By aid of Equation (3), this reduces to

$$M_0 \phi_1 + (p r - P_0) r (\phi_1 - \sin \phi_1) = 0 \ldots\ldots\ldots\ldots\ldots (7)$$

From
$$\frac{\delta L}{\delta P_0} = 0,$$

$$\frac{1}{I} \int_0^{\phi_1} M \frac{\delta M}{\delta P_0} d \phi + \frac{1}{t} \int_0^{\phi_1} P \frac{\delta P}{\delta P_0} d \phi = 0.$$

On reducing, utilizing Equation (6), and putting $\frac{I}{t} = k^2$,

$$r \int_0^{\phi_1} M \cos \phi d \phi + k^2 \int_0^{\phi_1} P \cos \phi d \phi = 0 \ldots\ldots\ldots\ldots (8)$$

On substituting the values of M and P, given by Equations (3) and (4), and integrating, recalling that

$$\int_0^{\phi_1} \cos^2 \phi d \phi = \frac{\phi_1}{2} + \frac{1}{4} \sin 2 \phi_1,$$

$$r \left[M_0 \sin \phi_1 + (p r - P_0) r \left(\sin \phi_1 - \frac{\phi_1}{2} - \frac{1}{4} \sin 2 \phi_1 \right) \right]$$
$$+ k^2 \left[P_0 \left(\frac{\phi_1}{2} + \frac{1}{4} \sin 2 \phi_1 \right) + p r \left(\sin \phi_1 - \frac{\phi_1}{2} - \frac{1}{4} \sin 2 \phi_1 \right) \right] = 0 \ldots (9)$$

To eliminate M_0, multiply Equation (7) by $r \sin \phi$, and Equation (9) by ϕ_1, subtract the last equation from the first, multiply by $2r^2$, and solve for $(pr - P_0)$,

$$(p r - P_0) = \frac{p r}{D} 2 \phi_1 \sin \phi_1 \frac{k^2}{r^2} \ldots\ldots\ldots\ldots\ldots (10)$$

where

$$D = \left(1 + \frac{k^2}{r^2}\right) \phi_1 \left(\phi_1 + \frac{1}{2} \sin 2 \phi_1 \right) - 2 \sin^2 \phi_1 \ldots\ldots\ldots (11)$$

From Equation (10), P_0 can be at once derived. From Equation (7),

$$M_0 = - (p r - P_0) r \left(1 - \frac{\sin \phi_1}{\phi_1} \right) \ldots\ldots\ldots\ldots\ldots (12)$$

which gives M_0 when $(pr - P_0)$ has been computed from Equation (10). Similarly, from Equations (1) and (2), the components of the reaction at the abutment are ascertained.

If Equation (12) is substituted in Equation (3), we find,

$$M = r (p r - P_0) \left(\frac{\sin \phi_1}{\phi_1} - \cos \phi \right) \ldots\ldots\ldots\ldots\ldots (13)$$

giving the moment at any point, D (r, ϕ). The value of P there is given by Equation (4).

The shear, S, on the radial section at D will be taken as positive when directed toward the center. The load on the segment, CD, of the arch, due to the normal pressures, p, contributes to this shear a component parallel to $D\,O = p\,r \sin \phi$.* The component of P_0 parallel to $D\,O = -\,P_0 \sin \phi$; whence

$$S = (p\,r - P_0) \sin \phi \ldots\ldots\ldots\ldots\ldots\ldots\ldots (14)$$

It will be observed from Equations (4), (12), (13), and (14), how persistently the factor $(p\,r - P_0)$ appears; hence, in a numerical example, it is advisable to begin by computing $(p\,r - P_0)$ from Equation (10); whence P_0 can be found, and from Equations (12), (13), (4), and (14), the values of M_0, M, P, and S can then be evaluated. Table 2 (given under "Temperature Stresses"), will prove an aid in the computation of $(p\,r - P_0)$.

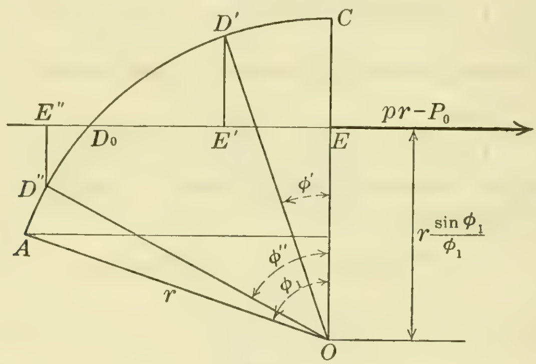

FIG. 2.

The expression for M can be put in a simpler form. In Fig. 2, lay off $(p\,r - P_0)$ as a force acting to the right, perpendicular to the crown radius, $O\,C$ and at a distance $O\,E$ from O equal to $r\,\dfrac{\sin \phi_1}{\phi_1}$, the length (as shown in Mechanics) of the ordinate to the center of gravity of the arc, $A\,C$. Then, from Equation (13), we have

$$M = (p\,r - P_0)\left(r\,\frac{\sin \phi_1}{\phi_1} - r \cos \phi\right) = (p\,r - P_0)\,(O\,E - r \cos \phi)\ ;$$

therefore, for $\phi = \phi'$, or point D',

$$M = -\,(p\,r - P_0)\,E'\,D'\ ;$$

whereas for D'' $(\phi = \phi'')$,

$$M = +\,(p\,r - P_0)\,D''\,E''.$$

At D_0, where the force line $(pr - P_0)$ meets the arc, $A\,C$, $M = 0$; for points between D_0 and C, M is negative, and decreases numerically in going from C to D_0; for points between D_0 and A, M is positive and increases from zero at D_0 to a maximum at A. From a large scale drawing, the values of $E'\,D'$ and $E''\,D''$ can be scaled off and the values of M quickly computed.

* On the principle (Merriman's "Hydraulics," 8th ed., p. 35) that the component of this load on CD in any direction, equals p times the projection of CD on the perpendicular to this direction, or $p \times r \sin \phi$.

By the theory of the arch, the radial distance from the center of any section, as D', to the center of pressure on that section is equal to $\frac{M}{P}$; hence, since clockwise moments were taken as positive, the line of the centers of pressure meets the crown section on the extrados side of the center line of the arch; it then gradually approaches the center line in going from C to D_0, Fig. 2; at D_0 it crosses the center line, and from D_0 to A_1 it recedes from it increasingly, lying now on the intrados side, and attains its maximum departure from the center line at A. It is true, from Equation (4), that P increases gradually, in going from the crown to the abutment, but not sufficiently so to invalidate the conclusion, as the following numerical illustrations will show:

1.—Let $t = 4$ ft., $r = 135$ ft., and $\phi_1 = 60°$; then, at the crown, $P_0 = 0.99735\, p\, r$, and $M_0 = -0.061965\, p\, r$; whence, $\frac{M_0}{P_0} = -\ 0.0621$ ft., or the center of pressure at the crown is about 0.06 ft. from the center.

2.—Let $t = 40$ ft., $r = 135$ ft., $\phi_1 = 60°$; then $P_0 = 0.024818\ p\, r$, and $M_0 = -\ 2.657282\ p\ r$; whence, $\frac{M_0}{P_0} = -\ 107.07$ ft., or the center of pressure is 107 ft. from the center of the crown section on the extrados side.

In the first example, the thrust, P_0, is nearly $p\ r$, as given by the cylinder formula; whereas, in the second example, P_0 is only about $2\frac{1}{2}\%$ of $p\, r$. It is evident from this how erroneous it would be to assume the cylinder formula for thick arches. In this second example, the arch action is very small; so that the arch acts nearly as a beam fixed at the ends.

The shear, S, as given by Equation (14), is always positive, or directed toward the center. It is zero at the crown ($\phi = 0$), and attains a maximum at the abutment ($\phi = \phi_1$). Consequently, the thrust, $\sqrt{P^2 + S^2}$, on any radial section is not normal to that section, save at the crown, and its component, S, is directed toward the center. The unit stress at extrados or intrados is given by the usual formulas and diagrams, according as the arch is reinforced or non-reinforced.

For brevity, let the symbol $\doteq$ denote "approaches indefinitely" (as a limit); then from Equations (10) and (12), it is seen that as $t \doteq 0$ (and therefore $k \doteq 0$), $p\ r - P_0 \doteq 0$, or $P_0 \doteq p\ r$ and $M_0 \doteq 0$. Also, from Equations (3) and (4), as $t \doteq 0$, $M \doteq 0$ and $P \doteq p\ r$, the "cylinder formula."

The elastic work due to the axial components, P, is given by the term in P in Equation (5), and its influence in the term involving k^2 in Equation (8) and the following equations; hence, at first glance, it would seem that the effect due to M alone could be found by putting $k = 0$ throughout; but, as just seen, this gives $P = p\, r$, $M = 0$ throughout, which is absurd. Thus, the effect of M and P cannot be separated, as is done in the ordinary theory, where vertical loads alone are considered. It appears then, that only a theory like the foregoing, which includes the influence of both M and P throughout, can be expected to effect a solution; and it is on that account, mainly, that Mr. Shirreffs' ingenious solution already referred to fails to give reliable results.

Radial Deflection at the Crown, Fixed Ends.

In the case of the arch, Fig. 1, "fixed at the ends", let a small additional load, w, acting in the direction, $C\ O$, be supposed to be applied to the left half arch at the crown. Designating by M' and P', the new moment and thrust at D, we have only to add to M and P, as given by Equations (3) and (4), the proper terms in w. Therefore,

$$M' = M + w\, r \sin \phi \therefore \frac{\delta\, M'}{\delta\, w} = r \sin \phi,$$

$$P' = P + w \sin \phi \therefore \frac{\delta\, P'}{\delta\, w} = \sin \phi$$

As before, the left half arch is treated as a cantilever, and it is supposed to be in equilibrium under the action of the load, w, the couple the moment of which is M'_0, and the thrust P'_0—all acting at the crown—the loads, p, and the consequent reactions at the left abutment.

The elastic internal work of deformation of the cantilever is,

$$L' = \frac{r}{2} \int_0^{\phi_1} \frac{M'^2}{E\, I}\, d\, \phi + \frac{r}{2} \int_0^{\phi_1} \frac{P'^2}{E t}\, d\, \phi$$

Therefore, by Castigliano's theorem,* the deflection η at the crown, in the direction, CO, is to be found by taking the partial derivative of L' with respect to w and then putting $w = 0$ in the expressions for M' and P', thus reducing them to M and P. Therefore,

$$\eta = \frac{r}{E\, I} \int_0^{\phi_1} M \frac{\delta\, M'}{\delta\, w}\, d\, \phi + \frac{r}{E\, t} \int_0^{\phi_1} P \frac{\delta\, P^1}{\delta\, w}\, d\, \phi$$

$$\frac{E\, I}{r}\, \eta = \int_0^{\phi_1} M\, r \sin \phi\, d\, \phi + k^2 \int_0^{\phi_1} P \sin \phi\, d\, \phi$$

On substituting the values of M and P given by Equations (13) and (4), and integrating, we find,

$$\frac{E\, I}{r}\, \eta = r^2\, (p\, r - P_0) \left[\frac{\sin \phi_1}{\phi_1} (1 - \cos \phi_1) - \frac{1}{2} \left(1 + \frac{k^2}{r^2}\right) \sin^2 \phi_1\right]$$
$$+ k^2\, p\, r\, (1 - \cos \phi_1).$$

On substituting the value of $(p\, r - P_0)$ given by Equation (10), and writing

$$\sin^2 \phi_1 = 1 - \cos^2 \phi_1 = (1 + \cos \phi_1)\, (1 - \cos \phi_1),$$

$$\frac{E\, I}{r}\, \eta = p\, r\, k^2\, (1 - \cos \phi_1) \frac{1}{D} \Big[2 \sin^2 \phi_1 - \left(1 + \frac{k^2}{r^2}\right)$$

$$\phi_1 \sin \phi_1\, (1 + \cos \phi_1) + D\Big].$$

On substituting the value of D given by Equation (11), the last bracket reduces to

$$\left(1 + \frac{k^2}{r^2}\right) \phi_1\, (\phi_1 - \sin \phi_1),$$

* "Systèmes Elastiques", p. 27 or p. 265.

so that finally, on solving for η, we find, after putting $2 \sin^2 \phi_1 = 1 - \cos 2 \phi_1$, $\frac{k^2}{I} = \frac{1}{t}$, and dividing numerator and denominator by $\left(1 + \frac{k^2}{r^2}\right) \phi_1$,

$$\eta = \frac{p\, r^2}{E\, t} \frac{(\phi_1 - \sin \phi_1)(1 - \cos \phi_1)}{\left(\phi_1 + \frac{1}{2} \sin 2 \phi_1\right) - \dfrac{1 - \cos 2 \phi_1}{\phi_1 \left(1 + \frac{k^2}{r^2}\right)}} \qquad \ldots\ldots\ldots\ldots (15)$$

The coefficients, c, of $\frac{p\, r^2}{E\, t} \left(= \frac{p' r\, r'}{E\, t}\right)$ have been given in Table 1 for various values of $\frac{t}{r}$ and $2 \phi_1$.

In applying this formula, if t and r are in feet and p in pounds per square foot, then E must be expressed in pounds per square foot (not inch). Also, ϕ_1 must be expressed in radians, corresponding to the angle as given in degrees, for which the trigonometric functions are found. Since, generally, $2 \phi_1 > 90°$, use, $\sin 2 \phi_1 = \sin (180° - 2 \phi_1)$, $\cos 2 \phi_1 = - \cos (180° - 2 \phi_1)$. In numerical computations, such a logarithmic table must be used as to give, at least, three significant figures in the denominator. A 5-place table will usually suffice for $2 \phi_1 > 90°$; but for smaller central angles, a 7-place table may be necessary. In fact, for $2 \phi_1 = 20°$, an 8-place table was desirable.*

Since $\frac{k^2}{r^2} = \frac{1}{12} \left(\frac{t}{r}\right)^2$, the values of c in Table 1 remain the same, whatever the values of t and r, provided the ratio, $\frac{t}{r}$, remains unaltered. The factor $\left(1 + \frac{k^2}{r^2}\right)$ in Equation (15) can be written 1 for small values of $\frac{t}{r}$ when $2 \phi_1 > 120°$, but this approximation would lead to large errors for small central angles. Thus, for $t = 4$, $r = 135$, $2 \phi_1 = 20°$, the true value of c is 0.414; whereas, if $\left(1 + \frac{k^2}{r^2}\right)$ is replaced by 1 in Equation (15), the value of c resulting is 1.884. For large values of t $\left(\text{or of } \frac{t}{r}\right)$, the term in k must be retained throughout.

Circular Arch Hinged at Ends.

As before, the arch will be assumed to have a constant thickness, t, and to be subjected to normal loads, p' pounds per square foot on the extrados, or $p = \frac{p'\, r'}{r}$ pounds per square foot along the center line of the arch. The center of the sections at the abutments will be regarded as fixed, but the sections there will be free to turn, or technically, the arch will be "hinged at the ends." In addition to the previous notation, let (x, y) denote the co-ordinates of D

* An admirably arranged 8-place table is the one by Bauschinger and Peters. It is as convenient to use as a 7-place table.

with respect to A for an origin, x being perpendicular and y parallel to $O\ C$, the crown radius.

The Equations (1) to (5) pertaining to Fig. 1 equally apply to the case of hinged ends, Fig. 3.

Since $M = 0$ at the hinge, $\phi = \phi_1$. Therefore, from Equation (3),

$$M_0 = -(p\ r - P_0)\ r\ (1 - \cos \phi_1)$$

which reduces Equation (3) to

$$M = -(p\ r - P_0)\ r\ (\cos \phi - \cos \phi_1) = -(p\ r - P_0)\ y \ldots\ldots (16)$$

The horizontal deflection of the crown is zero; whence $\frac{\delta L}{\delta P_0} = 0$, which gives the equation just below Equation (7), or,

$$\int_0^{\phi_1} M \frac{\delta M}{\delta P_0}\ d\ \phi + k^2 \int_0^{\phi_1} P \frac{\delta P}{\delta P_0}\ d\ \phi = 0 \ldots\ldots\ldots\ldots (17)$$

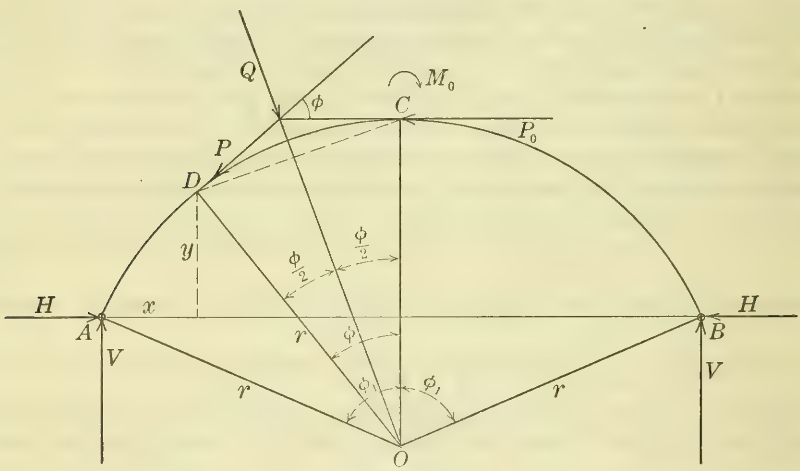

Fig. 3.

Substituting the values of the partial derivatives (given just below Equation (4)), integrating, and solving for $(p\ r - P_0)$, we find

$$p\ r - P_0 = \frac{2 \frac{k^2}{r^2}(p\ r) \sin \phi_1}{\phi_1\ (2 + \cos 2\ \phi_1) - \frac{3}{2} \sin 2\ \phi_1 + \frac{k^2}{r^2}\left(\phi_1 + \frac{1}{2} \sin 2\ \phi_1\right)} \ldots (18)$$

from which P_0 can be computed.

After $(p\ r - P_0)$ has been computed from Equation (18), the values of H, M, and P can be at once written down from Equations (2), (3), and (4).

Since $(p\ r - P_0)$ is always positive, by Equation (16), M is always negative, so that,

$$\frac{M}{P} = -\frac{(p\ r - P_0)\ y}{p\ r - (p\ r - P_0) \cos \phi},$$

is negative, or the line of the centers of pressure is everywhere on the extrados side of the center line of the arch ring except at the abutment,

where it passes through the center of the section. This line increases its distance from the arch axis in going from the abutment to the crown. This arch, with normal loading, is exceptional in that the line of the centers of pressure does not cross the arch axis. The result, however, is perfectly consistent with Equation (17), since the first integral in this equation is negative and the second positive, so that the algebraic sum can be zero.

It is very instructive to compare certain results pertaining, respectively, to thin and thick arches. Thus, let $r = 135$ ft., $2\,\phi_1 = 120°$ for either arch. Then, for $t = 4$ ft., previous formulas give $P_0 = 0.999534\ p\,r$; $M_0 = -\,0.03145\ p\,r$.

Therefore,

$$\frac{M_0}{P_0} = -\,0.031 \text{ ft.};$$

whereas, for $t = 40$ ft., we find $P_0 = 0.2\ (p\,r)$; $M_0 = -\,54.0\ (p\,r)$.

Therefore,

$$\frac{M_0}{P_0} = -\,270 \text{ ft.}$$

Thus, for $t = 4$ ft., P_0 is nearly equal to $p\ r$, and the center of pressure on the crown section is only 0.031 ft. from its center; whereas, for $t = 40$ ft., P_0 is only 20% of $p\ r$ and the center of pressure on the crown section extended is 270 ft. from the crown, on the extrados side.

It is plain from this that the use of the cylinder formula, $P = p\,r$, for thick arches, will lead to very erroneous results, not only for thrusts and moments, but also for deflections.

Radial Deflection at the Crown, Hinged Ends.

Taking the hinged point, A, Fig. 3, as fixed, regard the hinged end, B, as free to slide on a horizontal plane. Then, if a small radial load, w, is applied at the crown, the reactions due to it, at A and B, will be parallel to $O\ C$, and each will equal $\frac{w}{2}$. The horizontal thrust, H, acting from B toward A, can be supposed to be just sufficient to bring B back to its first position when $w = 0$. The arch is now in equilibrium under the normal loads, p, the reactions, V and H, at the hinged ends, the force, w, at C and the reactions, $\frac{w}{2}$, at A and B. Let M' and P' be the moment and tangential thrust at D corresponding.

The moment, M', at D of all forces and reactions to its right will equal the resisting moment of all forces and reactions on $A\ D$ in magnitude and sign provided the moments of right-handed couples of forces on $A\ D$ are taken as negative, since such moments on $D\ C$ were given the positive sign. Thus, the moment of $\frac{1}{2}\ w$ at A, about D, must be given the minus sign, so that $M' = M - \frac{1}{2}\ w\ x$; where M has the value given by Equation (16).*

* The formula for M was likewise directly proved by considering the forces acting on AD.

Similarly, the tangential component at D acting downward must equal the resisting component acting upward, therefore:

$$M' = M - \frac{1}{2} w\, x, \text{ and } \frac{\delta M'}{\delta w} = -\frac{1}{2} x = -\frac{1}{2} r\, (\sin \phi_1 - \sin \phi).$$

$$P' = P + \frac{1}{2} w \sin \phi, \quad \frac{\delta P'}{\delta w} = \frac{1}{2} \sin \phi.$$

If U is the elastic work for the whole arch, then, neglecting the work of shear,

$$U = 2 \left[\frac{1}{2} \int_0^{\phi_1} \frac{M'^2}{E I}\, r\, d\, \phi + \frac{1}{2} \int_0^{\phi_1} \frac{P'^2}{E\, t}\, r\, d\, \phi \right];$$

whence the radial displacement, η, at the crown, as $w = 0$, is,

$$\eta = \frac{\delta U}{\delta w} = 2 \int_0^{\phi_1} \frac{M}{E I} \, \frac{\delta M'}{\delta w}\, r\, d\, \phi + 2 \int_0^{\phi_1} \frac{P}{E\, t}\, \frac{\delta P'}{\delta w}\, r\, d\, \phi.$$

On substituting the values of M and P given by Equations (16) and (4) and the values just given for the partial derivatives, we derive,

$$\begin{aligned} \frac{E I}{r^3}\, \eta &= \int_0^{\phi_1} (P_0 - p\, r)\, (\cos \phi - \cos \phi_1)\, (\sin \phi - \sin \phi_1)\, d\, \phi \\ &\quad + \frac{k^2}{r^2} \int_0^{\phi_1} \Big[(P_0 - p\, r) \sin \phi \cos \phi + p\, r \sin \phi \Big]\, d\, \phi \\ &= (P_0 - p\, r) \Big[\cos \phi_1\, (\cos \phi_1 - 1) - \frac{1}{2} \sin^2 \phi_1 + \phi_1 \sin \phi_1 \cos \phi_1 \\ &\quad + \frac{k^2}{r^2}\, \frac{\sin^2 \phi_1}{2} \Big] - \frac{k^2}{r^2}\, p\, r\, (\cos \phi_1 - 1). \end{aligned}$$

The value of $(P_0 - p\ r)$, as given by Equation (18), is now substituted; after which considerable trigonometric and algebraic reduction* finally leads to the following formula for deflection:

$$\eta = p\, r^2 \frac{1 - \cos \phi_1}{E\, t\, B} \left[\sin \phi_1 + \phi_1\, (1 - 2 \cos \phi_1) + \frac{k^2}{r^2}\, (\phi_1 - \sin \phi_1) \right]. \quad (19)$$

where

$$B = \phi_1\, (2 + \cos 2\, \phi_1) - \frac{3}{2} \sin 2\, \phi_1 + \frac{k^2}{r^2} \left(\phi_1 + \frac{1}{2} \sin 2\, \phi_1 \right).$$

Writing this in the form, $\eta = c \dfrac{p\, r^2}{E\, t} = c \dfrac{p'\, r\, r'}{E\, t}$, the coefficients, c, can be computed for varying values of $2\, \phi_1$ (the central angle) and $\dfrac{t}{r}$. The results are given in Table 1 and have previously been discussed in connection with those pertaining to certain approximate solutions. The general remarks under Equation (15) apply equally here as to ensuring accuracy in the computations.

The following formulas were used; $\sin 2\, \phi_1 = 2 \sin \phi_1 \cos \phi_1$. $2 \cos^2 \phi_1 = 1 + \cos 2\, \phi_1$, $\sin^2 \phi_1 = (1 + \cos \phi_1)\ (1 - \cos \phi_1)$. The factor $(1 - \cos \phi_1)$ will be found to be common to the terms in the numerator and can be taken out.

In the theory of curved dams, as given by B. A. Smith,* M. Am. Soc. C. E., the formula for arch deflection involves a constant coefficient, c, so that an average value for the horizontal arches of varying thickness, for the entire height of the dam, will have to be used. This can be taken with sufficient accuracy, for thin dams, from Table 1. For very high dams, in which the thickness near the base is considerable, the coefficients may vary too much to effect a practical solution by use of an average coefficient. For thin dams, the solution is very satisfactory, and it can be effected, not only where the base of the dam is fixed, but likewise where it is simply supported on the foundation. Mr. Noetzli's tentative method† applies only to the case where the dam is fixed at the base. For this case, an average value of c can be used for thin dams; but for very high dams, the values of c corresponding to the varying values of the thickness, t, should be used. To save labor, a graph of the values of c for different heights, should be made. The solution can then be effected by proceeding along the lines indicated by the writer in his discussion‡ of Mr. Noetzli's paper, either for water loads or for temperature changes; the final test being that the deflections of the supposed horizontal arches and the vertical cantilever, at the crown of the arches, shall be the same at the same depth. The solution gives the values of p for any depth, from which moments, thrusts, shears, and stresses at intrados and extrados can be computed.

Temperature Stresses.

Arch Fixed at the Ends.—If e = expansion per foot for a rise of temperature of 1° Fahr.; then, for t_0 degrees rise for the circular arch above an assumed mean, the thrust, H, acting perpendicular to the crown radial section, is given by the formula,§

$$H = \frac{2 \sin \phi_1}{D_0} \cdot \frac{E\, I\, e\, t_0}{r^2}$$

where

$$D_0 = \left(\phi_1 + \frac{1}{2} \sin 2\,\phi_1\right) \left(1 + \frac{k^2}{r^2}\right) - \frac{1 - \cos 2\,\phi_1}{\phi_1}.$$

Note that D of Equation (11) equals $\phi_1\, D_0$.

The numerical values of $\frac{2 \sin \phi_1}{D_0}$, for various values of $2\,\phi_1$ and $\frac{t}{r}$, are given in Table 2.

The formula for the moment, M, at any point $(r\,\phi)$ of the axis, is

$$M = H\, r \left(\cos \phi - \frac{\sin \phi_1}{\phi_1}\right).$$

It follows, if we conceive H to act to the left at a distance $r \frac{\sin \phi_1}{\phi_1}$, from the center, Fig. 4, that the moment M at a point $(r\,\phi)$, is given by H times

* *Transactions*, Am. Soc. C. E., Vol. LXXXIII (1919–1920), p. 2027.

† Pamphlet 20-C, Am. Soc. C. E. (August, 1920).

‡ Pamphlet 20-C-2, Am. Soc. C. E. (December, 1920).

§ Professor Church, in "Mechanics of Internal Work", p. 118, derives the same formula, using H and the moment at an abutment as the unknowns. The writer used H and the moment at the crown as the unknowns, giving a shorter solution.

the perpendicular distance from $(r\ \phi)$ to this line of direction of H, the moments being positive (clockwise), for points between this line and the crown, and negative for the remaining points. This line of direction of H passes through the center of gravity of the arc, $A\ C$.

TABLE 2.

$2\,\phi_1$	$\frac{t}{r} = 0.02$	$\frac{t}{r} = 0.06$	$\frac{t}{r} = 0.10$	$\frac{t}{r} = 0.15$	$\frac{t}{r} = 0.20$	$\frac{t}{r} = 0.25$	$\frac{t}{r} = 0.30$
40°	2 750.4	1 600.0	872.0	461.1	277.9	184.0	130.2
60°	583.7	507.9	403.7	288.4	205.3	150.1	113.2
90°	115.9	112.7	107.0	97.1	86.1	75.0	64.9
120°	36.2	35.9	35.3	34.2	32.8	31.2	29.4
180°	6.7	6.7	6.7	6.6	6.6	6.5	6.5

A remarkable analogy may now be pointed out in the case of water load or normal forces only. Thus, from Equation (10),

$$(p\ r - P_0) = \frac{2\sin\phi_1}{D_0}\left(p\ r\ \frac{k^2}{r^2}\right),$$

and it is seen that the values of $\frac{2\sin\phi_1}{D_0}$ are precisely those given in Table 2; so that the values of $(p\ r - P_0)$ and, thus of P_0, can be at once written down for the values of $2\ \phi_1$ and $\frac{t}{r}$ given.

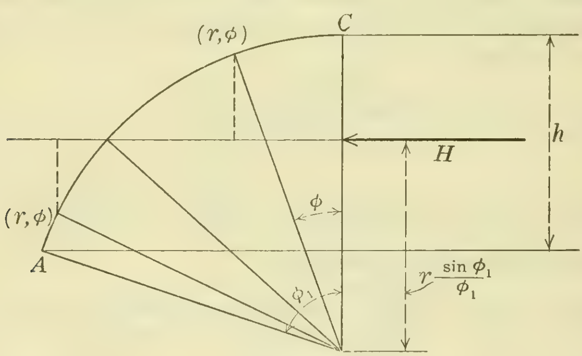

FIG. 4.

Further, if $(p\,r - P_0)$ is taken as a force, with the line of action of H in Fig. 4 only acting to the right, then, since by Equation (13),

$$M = -(p\ r - P_0)\ r\ \left(\cos\ \phi - \frac{\sin\ \phi_1}{\phi_1}\right),$$

the moment at any point $(r\ \phi)$, is equal to $(p\ r - P_0)$ multiplied by the perpendicular distance from $(r\ \phi)$ to the supposed line of action of $(p\ r - P_0)$. This striking property of the circular arch subjected to normal loads, has already been brought out in connection with Fig. 2.

If we let $h = r\ (1 - \cos\ \phi_1)$ equal the rise of the center line of the arch, then the formula for the crown deflection due to a temperature rise of t_0 degrees Fahr. is,

$$\eta_1 = \frac{h\ e\ t_0 \sin\ \phi_1}{D_0}\left[(1 + \cos\ \phi_1)\left(1 + \frac{k^2}{r^2}\right) - 2\,\frac{\sin\ \phi_1}{\phi_1}\right]$$

Arch Hinged at Ends.—For a rise of temperature of t_0 degrees Fahr., the thrust, H, acting inward at an abutment along the span line is,*

$$H = \frac{E\ I}{r^2\ B}\ 2\ e\ t_0 \sin\ \phi_1$$

where,

$$B = \phi_1\ (2 + \cos\ 2\ \phi_1) - \frac{3}{2} \sin\ 2\ \phi_1 + \frac{k^2}{r^2}\left(\phi_1 + \frac{1}{2} \sin\ 2\ \phi_1\right)$$

The moment at any point (r, ϕ) of the axis of the arch is,

$$M = H\ r\ (\cos\ \phi - \cos\ \phi_1).$$

The radial deflection at the crown is

$$\eta = \frac{h\ e\ t_0}{B}\left[(1 + \cos\ \phi_1)\left(2\ \phi_1 \cos\ \phi_1 + \frac{k^2}{r^2} \sin\ \phi_1\right) - \sin\ \phi_1\ (1 + 3 \cos\ \phi_1)\right]$$

The derivation of the formulas for deflection is so similar to that for normal forces that it is omitted.

When the Crown Deflection is Given by Observation.—From formulas given, by expressing H (or the values of $(p\ r - P_0)$ in the case of normal forces) in terms of η $\left(\text{by first writing the ratios } \frac{H}{\eta} \text{ or } \frac{p\ r - P_0}{\eta}\right)$ and substituting in the formula for M, formulas are derived of the form,

$$M = a\left(\frac{E\ t^3}{r\ h}\right)\eta$$

At the crown, $\phi = 0$, $M = M_0$, the values of the coefficients a, when the term in k is ignored, referring to the four cases indicated, are given in Table 3. The results are applicable to the crests of many curved dams,

TABLE 3.

$2\ \phi_1$	Fixed Ends.		Hinged Ends.	
	Water pressure.	Temperature.	Water pressure.	Temperature.
60°	0.159	0.170	0.096	0.105
90°	0.150	0.180	0.090	0.111
120°	0.138	0.188	0.083	0.121

where t is small and k can be ignored in the formulas. When η is given by observation, M_0 can be computed, if the influence of water pressure and temperature change can be separately estimated.

As dams are usually constructed, the ends are neither fixed nor hinged, so that the engineer is forced to use his judgment in selecting a coefficient,

* Professor Church gives one derivation of this formula in his "Mechanics of Internal Work", p. 109.

which should incline toward that for fixed or hinged ends according to the thickness of the arch and the conditions at the abutments.

Generally, the deflection η has been measured for a combined water pressure and change of temperature. If the deflections for each cannot be separately estimated, still some idea of the value of M_0 can be had, for a given $2\ \phi_1$, by taking for a a rough average of the four coefficients, having regard to the conditions at the ends.

To the stresses at the crown corresponding to the value of M_0 must be added the stresses due to P_0 or H. To estimate P_0 (the thrust at the crown due to water pressure), it is necessary to know p, the unit normal pressure carried by the horizontal arch at the crest. No rule can be given for any dam; but, for the Wooling Dam, p is roughly equal to the full water pressure at one-sixth or one-third of the depth of the dam below the crest, according as the dam is fixed or not fixed at the base.* If a complete solution has been made, as in the case of the Wooling Dam, then p *is* known and P_0 can be computed.

* See Tables 5 and 11 of the writer's discussion of Mr. Noetzli's paper on "Gravity and Arch Action in Curved Dams", Pamphlet 20-C-2, Am. Soc. C. E. (December, 1920). Also, some information can be drawn from Tables 8 and 12, as to estimating H, the thrust due to change of temperature.

AMERICAN SOCIETY OF CIVIL ENGINEERS

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PAPERS AND DISCUSSIONS

NATIONAL PORT PROBLEMS*

A SYMPOSIUM

By Messrs. Frederick W. Cowie, Lansing H. Beach, Frederic H. Fay, M. A. Long, J. Rowland Bibbins, John Meigs, W. Watters Pagon, Edwin J. Clapp, Carroll R. Thompson, John A. Bensel, William J. Wilgus, B. F. Cresson, Jr., and H. McL. Harding.

With Discussion by Messrs. William H. Adams, Arthur M. Shaw, T. F. Keller, Harwood Frost, L. F. Bellinger, John H. McCallum, Frank W. Hodgdon, M. G. Barnes, Nelson P. Lewis, and T. Howard Barnes.

* Presented at the meetings of September 7th and 8th, 1921.

NATIONAL PHASES OF PORT PROBLEMS

By Frederick W. Cowie,* M. Am. Soc. C. E.

What is a National port? National ports stand for policy, also projects.

In recent years, increasing productiveness, the tremendous increase in foreign commerce, and the increase in population, wealth, and industrial activity, has not been followed, or even equalled, by the commensurate, scientific development of ports.

The transportation problem of a nation is one of the fundamentally vital economic questions of the day. It is not one of limitations as regards the individual or the locality. It gives additional prices to the farmer for his produce; it enables the manufacturer to compete with his foreign rivals; it cheapens the necessities of life; and it gives employment to labor and capital alike. A successful National port, therefore, is widespread in its effect for good. It may and frequently does constitute the deciding factor as regards a competitively successful National route.

A National port is an important link in the transportation system of a nation. A successful National port is a distinct aid in the solution of the transportation problems of a country.

A National port must bear a clear relation to a logical, economical, and widespread necessity. To be truly National, a port, or series of ports, must be required by the nation and directly or indirectly it must yield comprehensive advantages. In consequence, few port locations fulfill the necessary requirements. A port, however, may be National in part for comprehensive collective and distributing functions, and local in part to fulfill city or State requirements.

Although a National port is of general value to the nation, it is obviously of particular value to the city in which it is located and to the hinterland which it serves. The district through which the transportation route runs collects transportation tolls all along the line. To distribute the benefits and to divide the burdens alike has ever been the difficulty.

A State, a city, or even a corporation, may decide, in view of expected financial and commercial results, to develop an advantageous natural harbor, even though no great comprehensive or National economic interests would be served. In no sense could this be considered a National port. On the other hand, it would be logical to infer that a comprehensive unit of a port may be developed to meet National requirements and, in the same harbor, other units to meet local or more city requirements. A combination port developed and administered, alike for National and for restricted requirements, both as to benefits and the assumption of financial burdens, would give ideal results. The one may not be successful without the other. The combination results in excellent working conditions.

An island nation having only short distances to the seacoast may be better served by a number of local ports. Transportation is not a problem in this case. No comprehensive general interests would be served by the development of one or more particular ports. All producers and consumers have the

* Montreal, Que., Canada.

competitive advantages of short transportation distances and cheap freights. On the contrary, a country having an extensive hinterland and a short seacoast and having rival, foreign, competitive transportation routes, essentially requires a system of National ports. The transportation problem in this case is to find the best National route, develop it, cheapen it, and use it. Transportation tolls are kept in the country and constitute a National advantage even though the foreign route may be cheaper to some extent. Many rich hinterland areas cannot be developed successfully or opened up for settlement and production, without National aid toward cheap transportation. In particular, therefore, a country having immense transportation distances and productive hinterland areas, vitally requires a National transportation policy, with more or less clearly defined National routes, wisely developed National ports, scientifically improved, equipped, and operated in the interests of a nation. Such examples as the United States, Canada, Brazil, Russia, and Germany may well be cited.

In the United States the genius of commerce is one of the important characteristics of the times. It is a function of the nation rather than of the individual. National prosperity is vitally dependent on commerce. Transportation is one of the important phases of commerce. A transportation policy is essential. This policy, as to its National well-being, may be compared with its fiscal or banking policy. Production may be hampered; manufacturers may not be able to compete; the necessities of life may cost too much, if a satisfactory solution of the transportation problem is not achieved.

The so-called "pork barrel policy" is directly and indirectly the antithesis of the National port policy. If certain ports, natural or artificial, can, by scientific development, be made by the nation of value to the people in general, such development will be in line with a National port policy. It does not follow, however, that because of National expenditure on these certain ports, similar or proportionate National expenditure must be made on others which are not so essential in connection with the adopted National routes.

National ports must be connected with trunk lines, not with local lines or feeders. Is it reasonable to expect that a nation can be asked to sanction such a National port policy which, though general in its good results, must be more generous to some ports than to others? History demonstrates an affirmative reply. A necessary project for the country will command universal approval, even at some sacrifice of the few. Admiral William S. Benson, U. S. N., is recorded as saying, after seeing other harbors and ports of the world: "We [the United States] have not really a first-class harbor, *viz.*, scientifically constructed and developed".

The speaker has seen and studied most of the great harbors of the world and, in his opinion, no country, other than the United States, except possibly Canada, has greater necessity for scientifically developed harbors and, in no country of the world, can be found more favorable opportunities. Transportation is fundamentally essential; distances are great; and routes are well defined. A single great city in the United States possesses two of the most magnificent railway passenger terminals in the world. They are so splendid, so successful, so representative of the spirit of the people, that it is

incomprehensible that there is not one or more similarly representative ocean terminals. It may not be a nation's business to build something splendid for one city, or one State, or one steamship line, or one railway system, but a splendid ocean terminal in the greatest port in the world, at the gateway to three-quarters of the passenger commerce of the country, is a sane vision. Moreover, if properly co-ordinated, with a comprehensive National port unit, it would be an extraordinarily attractive and paying proposition.

Canada, with her great central but rich productive areas, her necessarily long east-and-west transportation, and her limited financial resources, is making wonderfully successful progress. There are notable examples of National ports in Canada. There are others partly National and partly local and they are making wonderful strides in helping to solve that most critical Canadian effort, *viz.*, the development of her vast areas in order to enable her people to compete in production and industry with other nations oi the world.

Brazil is in the process of development and is successfully exploiting the nebulæ of what in time will become an organization which will result in the successful development of a great country.

The case of Russia is at present desperate. When the regeneration comes, if that vast country is to be successfully developed, a series of National ports on the east, south, and west will be one of her first necessities.

The Port of Hamburg, with its auxiliary, Cuxhaven, is reported to have cost the State of Hamburg little short of $100 000 000, and that the dues collected did not nearly pay the expenses of the port system. It was, however, a National port, and the deficit was cheerfully met from other sources of revenue. A similar courageous and wise policy of port development in America would surely result in widespread and remunerative trade and commerce, both in the United States and in Canada. There is no example in ancient or modern times of such a proportionate trade and commerce as was developed in Germany from 1888 to 1914. A settled purpose made itself manifest; a National transportation policy was adopted; routes were developed and encouraged for the purpose of increasing trade and for conducting it within the limits of the Empire. National privileges were granted to certain ports making them National ports, and the Empire prospered.

A National port, therefore, may be defined as one of the most important factors in the solution of the National transportation problem. This problem does not exist in certain countries. It is of vital economic importance for the prosperity and development of other countries having large productive areas and long transportation distances. What question would require more serious study, greater skill, or be more in the general public interest? The engineer has great responsibilities; he should be well posted when called on for advice.

Accommodation and Facilities Required by a National Port.—In order to measure justly what facilities may be required to take care of National port business, the characteristics of that business may be enumerated:

1. Ocean passenger business.
2. Mails and express.
3. Exports.
4. Imports.

5. The storage and handling of grain.
6. The storage and handling of perishable products.
7. General warehousing.
8. Adjuncts necessary for an ocean port.
9. Facilities and accommodation for collecting, receiving, assembling, re-manufacturing, conditioning, and distributing both from and to all ports of the world and from all points in the country.

Reduced to a single picture, the requirements for a National port may be visualized as follows: One or more comprehensive units capable of taking care of all the varied port business, co-ordinated and concentrated in a central location on one of the main natural routes, where the ship and the railway meet and where commerce may be collected, stored, and handled with economy and dispatch. It would appear, therefore, if this argument is accepted, that much of the port development of the present day is being carried out on lines absolutely contrary to the best requirements of a National transportation policy. Take location: Are the best, most centrally located sites for port development being secured no matter what the cost? Are comprehensive units being designed, so that everything required in connection with the prompt and economical loading and unloading of ships may result? Is concentration being adopted as a necessary principle? What about co-ordination? Who is responsible for the railroads designing ocean terminals?

In North America the super-skill of the designers of everything pertaining to railroads, bridges, the development and use of electricity, the motor industry, bulk-cargo handling, sky-scraper buildings, and tunnels is an acknowledged fact. Is this super-skill in evidence in the ports?

New York which possesses the greatest port in the world and where the lead is taken in almost every phase of originality and skill in design, is, in the opinion of many, setting a very bad example in the development of her port from the standpoint of the inland producer and consumer. The local trade of the great city is such a valuable freight and such a high proportion of the port business, that ships and shipping declare for New York, in spite of the records of economy and dispatch. Competition has not been a factor and has resulted in indifference. Necessity did not require to mother invention.

The port problem in New York, as compared with other successful National ports, such as Hamburg and even Montreal, also appears to be so simple. What is the area of the Port of New York? How many miles of water-front has it? It is reported that in the combined Port of New York and New Jersey, the harbor shore line is about 700 miles in length. The developed water-front is 380 miles long.

The Port of Hamburg covers an area, 4 miles long by 2 miles wide. The harbor of Montreal has a shore-line water-front of 34 miles, while the developed water-front is only about 12 miles in length. In Montreal, centralization is one of the essential features of success. The value of port locations or berths may be judged from wharfage revenues on goods. A pier, dock, or transit shed, and dredging, costs no more in a central location than in an outlying district. The land or shore areas required are tremendously more

costly, but modern facilities may be designed for such sites, which, by concentrating effort, may multiply usage, with good financial results.

In the twenty fully equipped berths in the harbor of Montreal, centrally located along a mile of shore front, more than 75% of the business of the harbor is carried on. The revenue from wharfages on goods alone amounts to between $40 and $50 per lin. ft. of dock front per annum, including ends, bulkheads, etc. A mile distant, where railway and city approaches are not so favorable, but where docks, dredging, wharf spaces, roadways, etc., cost just as much, the wharfages amount only to approximately $10 per lin. ft. per annum. Three miles distant, with excellent railway and city approaches, with distance as the only drawback, the revenue return is about $12 per lin. ft. per annum.

To "centralize" a summing up: The Port of Montreal records a commerce in seven months, of between one-fifth and one-sixth of the commerce of the Port of New York in twelve months, and this without congestion and with a water-front development of one-thirtieth of that of New York. In New York, as in several of the other ports doing National business, there is ample opportunity, there is necessity of centralization, concentration, and comprehensive facilities for economy and dispatch for the Nation's business.

Whose Function is the Development, Construction, and Operation of a National Port?—Assuming that a nation adopts a National transportation policy, including the system of National ports, it is logical that the nation, through its representatives, has the deciding voice in all matters pertaining to policy, finance, and control. There are various principles which may be adopted in the carrying out of this policy. The matter may be placed in the hands of a Government department; it may be placed in the hands of the engineers of the Army; or it may be taken care of by direct legislation.

In order that the policy may be absolutely impartial and in the interests only of the country in general, the consideration of this transportation policy should be placed first, last, and all the time, in the hands of men who have no special interests to serve, and who have no political aspirations. Experiences during the World War are fresh in the memory. Organization after organization under the stress of vital requirements was made subservient to new methods, dependent on direction by men who had been unusually successful in some line of business or commercial activity. This resulted in an unexampled success. Problems previously considered open for individual effort, for gain, were relegated to National conferences of mind and effort. The "dollar-a-year men" were available for the critical requirements of the war. They are ever available for honorable positions at the country's call. Theirs would be the hands into which the transportation problem could safely be confided.

Although men who have already made their mark commercially or financially may be found, who will assume an honorable position and "carry on" for the honor of their country, there is another equally important phase in the success of a National port system. Port administration and port engineering are tremendous factors affecting the success or failure of such plans as would enter into the complete National system. It is probable that in no other

branch of engineering can be found so many costly mistakes. It is probable that in no other branch of engineering have the principles of success and failure in the past been so overlooked. It is a fact that no engineering study, technical or practical, can be found so absorbing, so interesting, and so valuable, when properly developed principles are carefully adhered to. In Europe, where competition in ports is so keen and where ports in general are carried on as public obligations, port engineering ranks among the very highest in the Profession.

Furthermore, the questions of continuity and permanence in connection with the conception and scope of port projects cannot be successfully answered by a system where administrators, engineers, and other technical and practical officers are changed at frequent intervals. The European system by which the best men are obtained, and permanently retained, by which, competitively, they are called on to make good and when successful are free to act independently and according to their best judgment, would appear to be a necessary principle in National port organization.

It would appear, therefore, that the development, construction, and operation of a National port system should be considered first in connection with a National transportation policy. This policy must necessarily be under the direction of the representatives of the people. Impartial direction must be given as to its magnitude, scope, and carrying out. This organization, to be truly National, should be undertaken as a duty, with public honor as the reward. Great public corporations are so directed by men who have successfully developed the various phases of success in commercial life. Successful men, in developing and building up the country's business, may be found to formulate and recommend for legislative approval a transportation policy and to direct its administration.

As a successful port owes much of its success to an advantageous location, it follows that the authorities of that location, therefore, have a vested voice in its development and operation. The hinterland served by the port has at least an equal voice, as providing the commerce for its revenues and a share in its cost, and because of its interest in economy and dispatch. Subject to the administration of the National Board, the various units of a National port system would have full local control and carry out the National units in co-ordination with the local or city port facilities.

From the point of view of the speaker, therefore, after a life-long study of the design and operation of ports, it would appear that a country desiring the adoption of a National port system, should place the development of the policy in the hands of successful men, who for the honor of their country are willing to serve, and their policy and recommendations should be authorized according to an approved programme.

Each National port scheme, adopted by the National commission, should be placed under a local commission having one representative from the hinterland, one from the line of route, and a chairman from the port city. This local commission, subject to the programme of development, expenditure, and administration, should be free and independent and should be remunerated according to its duties and responsibilities. Cheap money would be avail-

able. As far as possible, each unit should operate at cost, but the nation, which would reap the benefits, should be responsible for such interest charges as are not met. It is a recognized principle that in a plan, which is essential to the well-being of the nation, and which cannot be financially developed by a city or a corporation, must be developed, either directly by the nation, or indirectly by some aid which will enable it to stand on its own feet.

Cheaper and more prompt transportation is required by the people in America. If corporations, cities, or the State, do not provide the remedy, it will not be long before the farmers, producers, and industrial interests of the interior, take a hand. The coast cities have had their turn. If the country is not satisfied, the National port policy is open for a trial.

It might reasonably be suggested that it would be in order to outline that which would constitute a central cencentrated, co-ordinated and comprehensive unit, which would be for the well-being of a nation.

In the first place, the location must be impartially chosen, and it must be on a National route. It is most desirable that the unit should be in the very center of a harbor, close to business and trade originations. Approaches from ocean routes, connections with all railway lines, and access from city traffic centers should be perfect, or possible of being made so.

To be self-contained the unit should comprehend: A bulkhead passenger landing quay, having berths for at least two of the largest ocean vessels on the route, approachable at all stages of the tide, and connected with a railway passenger-and-mail special siding.

The freight accommodation should be sufficient for at least twenty-five first-class berths, all closely co-ordinated. Each berth should have transit sheds, with accommodations and facilities for entering, unloading, loading, and clearing in five days.

Railway accommodation, and vehicular and lighterage facilities should be ample and sufficient for the aforesaid traffic. Warehouses should be provided for all staple products, such as for the collection, storage, and handling of grain, flour, cotton, sugar, tobacco, etc., all connected for mechanical handling to and from the ships, and with railway cars.

Cold-storage facilities should also be provided so as to develop production in the country, and to cheapen the essentials for the population.

The high priced central sites could be made revenue producing by constructing upward, for offices, manufacturing lofts, sales rooms, exhibitions, etc. The whole unit should be of a permanent character and absolutely fireproof, in order to command low insurance rates. The style and types should be worthy of the nation. If this is what a country wants, it will have it.

TERMINALS

By Lansing H. Beach,* M. Am. Soc. C. E.

It seems proper to explain that this subject was intentionally adopted without qualifications in order to give latitude for the discussion of such phases as might appear most serviceable to the Profession. Since selecting the title the speaker finds that certain special aspects of the terminal problem are also to be discussed. Accordingly, he will confine his remarks largely to the duties respecting terminals as imposed by law on the War Department and on the Corps of Engineers, and in explaining that attitude toward the port and terminal situation in general.

A seaport terminal may be considered to consist of land approaches, whether by rail or highway, of the terminal structures proper, including the wharf, pier, or quay, the transit shed and the necessary supporting warehouses, and the water approach. Speaking for the moment only of the latter, it is the policy of the United States Government to limit itself to work on the outer or channel side of the main harbor line, leaving to the owner of the terminal in question the making of any needed connection between the main channel and the face of the wharf or quay.

As a rule, the Government creates the main channels, usually in the past without any assistance from the locality concerned, and, once these channels have been completed, maintains them, and improves and adds to them from time to time as the demonstrated needs of traffic may demand.

The admirable and comprehensive report of the New York-New Jersey Port and Harbor Development Commission is no doubt familiar to engineers, and its plans and general recommendations are known. Having in mind what is proposed in the way of future developments in the Metropolitan District, it may be interesting to summarize briefly the principal channels already created and maintained by the United States. These include the Ambrose Channel, which is 40 ft. deep and 2 000 ft. wide; the Gedney, or Main Ship Channel, which is 30 ft. deep and 1 000 ft. wide; the Coney Island Channel, 20 ft. deep and 600 ft. wide; the Bay Ridge, Red Hook, and Navy Yard Channels, on the Brooklyn water-front, 40 ft. deep and from 1 000 to 1 200 ft. wide, this channel being now in the process of extension through Hell Gate with the same authorized depth, although, at present, excavation at Hell Gate is being limited to a 35-ft. depth by 500-ft. width. The Shell Reef Channel on the New York side of the East River, 25 ft. deep and of varying width, is intended to afford useful access to that portion of the Manhattan water-front so that it may soon be improved with appropriate terminals. The Hudson River channel, on the west side, is 30 ft. deep at Jersey City, 40 ft. deep at Hoboken, and 26 ft. at Weehawken. Obviously, the projects for these later improvements should eventually be unified, but, on the whole, it may be said that the channels so far described afford ample facilities for approaching the various portions of the water-front to which they relate.

It will be remembered that in the report of the New York-New Jersey Commission recommendation is made for the development of Jamaica

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Bay, largely for industrial purposes. The project for Jamaica Bay, adopted many years ago, is a co-operative one, under which the Government agreed eventually to provide an entrance channel, 30 ft. deep and 1 500 ft. wide, protected by one jetty, or, if necessary, by two jetties, and an inner channel, 30 ft. deep and 1 000 ft. wide, is to be provided by the City of New York, the United States to pay such portion of the cost of dredging the interior channel not in excess of 8 cents per cu. yd. The City further undertook to construct certain bulkheads, make certain slips, and create such fills from the available spoil as might be necessary to reclaim the lowlands bordering the Bay and to make them available for terminal development under a plan that had been proposed on its behalf by a technical commission retained for that purpose. At present, the work that has been done on this project is limited to an entrance channel 18 ft. deep and 500 ft. wide, extending inland 8 800 ft. to Mill Basin and, as yet, the City has not been able to fulfill the terms of the original co-operative agreement. Recently, however, the representatives of the City have been in conference with the agents of the United States with a view to securing early and effective action toward the completion of a considerable portion of the main 30-foot channel previously described. The matter is more fully discussed in Document No. 4 of the Committee on Rivers and Harbors, House of Representatives, 66th Congress, Second Session, in which it is pointed out that further action in regard to Jamaica Bay should be deferred until its development as an element in the progressive improvement of the entire Port of New York has been considered and decided, the underlying principle being that any comprehensive plan for the further development of the Port of New York would certainly indicate the relative importance of its various elements, and that Jamaica Bay should progress in accordance with the orderly programme thus laid down.

As far as such a project as Jamaica Bay is concerned, however, it may be of interest to engineers to know that in recent years it has been the wholesome policy of Congress to require greater local co-operation toward paying the cost of main channels and of such protective works as are necessary to insure the integrity of these main channels whenever the project to be undertaken is of a more or less speculative character, as is true, for example, in the case of Jamaica Bay where no commerce exists and where the character and extent of future traffic are, after all, more or less matters of opinion. It may well be that when in the future the larger project for making available the waters and shores of Jamaica Bay again comes up for consideration, Congress will feel justified in asking the community to bear its fair share of the risk, not only by improving real estate, but also by paying a fair portion of the cost of channels which in the end may possibly prove to be none too profitable.

Resuming the enumeration of the existing channels in the Port of New York, the Newark Bay Channel is 20 ft. deep and 400 ft. wide, with a side channel of similar dimensions connecting the central channel with the Port of New York development. At present a project is under consideration for deepening this channel to 30 ft. Some difficulty has been experienced in deciding as to the best policy regarding this particular channel because of the obstructive bridge near its foot, connecting the mainland with the Bayonne

Peninsula. This bridge, belonging to the Central Railroad of New Jersey, is now required to be reconstructed under the existing project, but as yet no change has been made, and it is perhaps worth saying that until it is positively known that this bridge will be changed to permit the easy passage of deep-sea carriers, it would be useless to spend any money in deepening the main Newark Bay Channel.

The remaining important channel is the Arthur Kill Channel, which is 25 ft. deep and 400 ft. wide. This channel is a very busy waterway and, recently, the traffic has been so heavy as to call for a re-examination of its needs, and the War Department has recommended to Congress that a project for a channel 30 ft. deep and 400 ft. wide through Raritan Bay and Arthur Kill, connecting with the corresponding channel in Kill van Kull, be adopted at a total cost estimated one year ago at about $10 400 000.

This summarizes the situation as to the main channels in the Port of New York. The War Department and the Corps of Engineers constantly study and observe traffic and terminal conditions in order that they may be able to appraise intelligently the needs of the ports. Whenever these studies indicate the desirability of greater channel accommodations, either by deepening and widening existing channels, or by extending them and creating new ones, the need will certainly be reported to Congress in ample time to avoid the damage or inconvenience that might result from a failure to take timely action. So far as is consistent with the duty of protecting the National Treasury from unprofitable or unnecessary expenditures, the speaker can safely promise that the War Department will always, in the future as in the past, deal not only considerately but liberally with shipping and with water-borne traffic. When their needs are in the form of an extension of any channel so that additional terminals may be created to supplement existing terminals already fully used, no difficulty will be experienced as far as the Department is concerned in securing a recommendation to Congress that the channels be appropriately enlarged. It is necessary, of course, to safeguard this promise by the statement that its policy is to insist that proper use be made of the portions of the shores of any port to which access has been afforded by the creation of adequate channels, and this insistence may well take the form of requiring that where important sites are occupied by activities not located by necessity on the water-front, these sites be vacated and suitable terminals provided there before the Government is forced to further expense in the provision of channels. This weakness in the development of the Port of New York is well known and is emphasized in the monumental report of the Joint Commission in which attention is repeatedly drawn to the fact that, especially on the two sides of the Hudson River, the shores are used as railroad stations and not for transfer from rail to ship and ship to rail. This evil is especially noticeable on the west front of the Hudson, where practically all the Jersey City front and much of that of Hoboken and Weehawken is so used. What a relief it would be to the Port of New York if these considerable lengths of shore line were available for the construction of modern piers and their adjuncts. It ought not to be regarded, therefore, as unreasonable for the National Government to insist, as was recently done in the case of a South Atlantic port, that

all available frontage be properly utilized before extensions of channels are made.

Reverting now to the relation of the War Department to the National port terminal problem, it is probably well known that, in recent years, Congress on frequent occasions, has indicated its view that port and river terminals were essential adjuncts of waterway improvements and that they should be incorporated in any proper plan of such improvements and required to be supplied by the local interests. The extent of the preoccupation of Congress with terminal matters and the importance which it attaches to the creation of proper terminal facilities is shown by the legislation incorporated in Section 7 of the River and Harbor Act, approved July 18th, 1918, which reads as follows:

"Section 7. That hereafter the Chief of Engineers, United States Army, shall indicate in his annual reports the character of the terminal and transfer facilities existing on every harbor or waterway under maintenance or improvement by the United States, and state whether they are considered adequate for existing commerce. He shall also submit one or more special reports on this subject, as soon as possible, including, among other things, the following:

"(*a*) A brief description of such water terminals, including location and the suitability of such terminals to the existing traffic conditions, and whether such terminals are publicly or privately owned, and the terms and conditions under which they may be subjected to public use.

"(*b*) Whether such water terminals are connected by a belt or spur line of railroad with all the railroads serving the same territory or municipality, and whether such connecting railroad is owned by the public and the conditions upon which the same may be used, and also whether there is an interchange of traffic between the water carriers and the railroad or railroads as to such traffic which is carried partly by rail and partly by water to its destination, and also whether improved and adequate highways have been constructed connecting such water terminal with the other lines of highways.

"(*c*) If no water terminals have been constructed by the municipality or other existing public agency there shall be included in his report an expression of opinion in general terms as to the necessity, number, and appropriate location of such a terminal or terminals.

"(*d*) An investigation of the general subject of water terminals, with descriptions and general plans of terminals of appropriate types and construction for the harbors and waterways of the United States suitable for various commercial purposes and adapted to the varying conditions of tides, floods, and other physical characteristics."

A further expression of the policy of Congress in regard to terminals is contained in the River and Harbor Act approved March 2d, 1919, in which the following statement is incorporated:

"It is hereby declared to be the policy of the Congress that water terminals are essential at all cities and towns located upon harbors or navigable waterways and that at least one public terminal should exist, constructed, owned, and regulated by the municipality, or other public agency of the State and open to the use of all on equal terms, and with the view of carrying out this policy to the fullest possible extent the Secretary of War is hereby vested with the discretion to withhold, unless the public interests would seriously suffer by delay, monies appropriated in this Act for new projects adopted herein, or for the further improvement of existing projects if, in his opinion, no water terminals exist adequate for the traffic and open to all on equal terms, or

unless satisfactory assurances are received that local or other interests will provide such adequate terminal or terminals. The Secretary of War, through the Chief of Engineers, shall give full publicity, as far as may be practicable, to this provision."

It will be noted that the Chief of Engineers is required to report annually on the character of the terminals existing in every harbor or waterway under improvement by the United States, and to express an opinion in regard to their adequacy. This requirement, of course, cannot be fulfilled unless consideration is given not only to the character and number of the terminals themselves, but also to the place of each port in the National transportation system, its tributary territory, the traffic it ought to serve, its probable future growth, and the effects, restrictive or otherwise, of existing channel developments. These questions are so important and far reaching that to answer them satisfactorily it has been found necessary to expand greatly the functions of the Board of Engineers for Rivers and Harbors which, until about two years ago, had for its main function the review of projects, active or proposed, for river and harbor improvements. At present, therefore, this Board, under a plan approved by the speaker, is making a close and intensive study of every important seaport in the United States and an analysis of its most useful place in a properly conceived National system. These investigations permit replies with considerable certainty to questions relating to the adequacy of port terminal development.

The special reports called for in Paragraphs *a, b,* and *c* of the 1918 legislation have been consolidated in a single report, which is being printed as House Document No. 652, 66th Congress, 2d Session. This bulky volume is in greater part a compilation of facts relating to all water terminals on waterways now being improved or maintained by the United States. Its principal service to the public, and especially to engineers, is to place before them in authoritative form the many things relating to existing port improvements, which usually are known only in a general way, if at all. For example, it gives to every careful reader a serviceable idea regarding the state of development concerning any port in which he may be interested.

The investigation of the general subject of water terminals, called for in Paragraph *d* of the 1918 legislation, has been made by the Board of Engineers for Rivers and Harbors, and the results are contained in a comprehensive report by Capt. F. T. Chambers, U. S. N., associated with the Board as expert adviser on terminal matters. This report is now in the press as House Document No. 109, 67th Congress, 1st Session. The illustrations accompanying the report are numerous and afford examples of nearly every useful type of terminal known to exist. In order to show the scope of this report, the speaker will enumerate the headings, as follows:

Ocean terminals are considered under the following sub-divisions: sheltered location necessary; ports; terminal facilities; tides and floods; anchorage; fore and aft moorings; locks and basins; docks, quays, wharves, and piers; open or uncovered terminals; ground storage for materials in bulk; ocean and inland waterways terminals; other open or uncovered terminals; naval stores; covered terminals for material in bulk; storage for liquor material in bulk; fire protection; grain elevators; covered terminals for miscellaneous or package freight; types of construction; piers; materials for construction;

examples of pier construction; quays and wharves; warehouses; warehouses for special purposes; railroads; lighterage; mechanical equipment; ship's gear; ship's gear in combination with portable winches and cargo masts; wharf cranes; types of cranes; monorails and telphers; conveyors; slot conveyors; pan and bucket conveyors; chain hook conveyors; portable chain and belt units; gravity conveyors; gravity roller conveyors; piling; machines; fixed elevators; trucks; self-propelling vehicles; tractors and trailers; floating equipment; floating derricks; steam lighters; suction grain elevators; chain belt bucket units for grain; bunkering equipment; portable bunkering units; car floats; repairs and reconditioning; types of dry docks; seaport terminal; planning, including harbors, channels, ship characteristics, tides, available water-front, character of exports and imports, open and covered wharfage, railways, piers, and slips, floor space under cover, railway trackage at water-side, hoisting equipment, railway tracks and roadway at rear of shed, railway yards, disposal of dredged material, quay or wharf construction storehouses, mechanical equipment, justification for transit sheds of large area, port terminal charges; port terminal control; forms of port control, public, private and railroad, railway port terminal charges, public management.

Inland waterway terminals are considered under the following subdivisions: canals and rivers; navigable depths and variation of water level; terminals for waterways of constant level; terminals for handling bulk cargo; terminals for rivers of wide variation of water level.

The 1919 legislation as to the essentiality of having at least one public terminal at each waterway locality under improvement by the United States, is a plain declaration of a belief which has long been held in public places, though not so formally expressed. The idea is sound, but goes hardly far enough. Every one who has come in contact with the port terminal problem sooner or later has been forced to conclude that perhaps the greatest evil in the situation and one of the principal "National Port Problems" is the undue extent to which the water-fronts of the principal seaports have passed into railroad control or ownership. The effect of such railroad predominance has often been to influence the prosperity of the seaports, some of which have been favored at the expense of others. The situation in this regard is quite fully covered by the Board of Engineers for Rivers and Harbors, in a recent report which relates to the South Atlantic and Gulf Ports, and recommends steps to prevent the railroads from continuing this kind of activity, by compelling them to make rates for terminal services fairly compensatory for the work involved and the use of the facilities concerned. The belief of the Board is, however, that the railroads should be compelled to divest themselves of their ownership of these port terminal properties and that preferably they should pass to public ownership and control.

It may be of interest to quote the closing paragraphs of the report on the investigation of terminal charges at South Atlantic and Gulf Ports by the Board of Engineers for Rivers and Harbors:

"In promoting water transportation, the War Department and the Shipping Board recognize that a primary necessity is the provision of adequate terminals, and they have an interest in securing such changes in existing conditions as may be necessary to establish them. The absorption of terminal charges in the rate for the line haul and their inadequacy render it impracticable for the private terminal to compete with the railroad terminal for through business just as a large mercantile establishment by selling one commodity below cost can destroy the business of a special dealer in that commodity, and still make

a profit on the total business. It is well known that except at a few places where unusual conditions prevail, private terminals cannot be operated at a profit. The situation is somewhat different in respect to publicly owned terminals. Municipal corporations generally have good credit and are able to borrow money at low rates. Even though public terminals may show an apparent deficit, it may well happen that they will cause such growth in general prosperity and in the volume of business as will outweigh any tax burden caused by the terminals.

"To permit the free flow of commerce through our ports, the obstacles in the way of creating modern terminals must be removed, and since the carriers themselves cannot be expected to initiate the necessary reforms, prompt steps should be taken by the United States. Two remedies have been suggested: First, a scale of terminal charges sufficient to cover the actual cost of the service, plus a reasonable return on the investment. This would enable private terminals to operate if the railroads were obliged to pay them such charges for services actually performed. Second, the discontinuance of the practice of absorbing terminal charges in the rate for the haul. The latter remedy has been widely advocated, but clearly presents some difficulties in its application, and necessarily implies a complete revision of all rates to and from water points.

"In some cases an effective remedy would be the ownership and operation by the State or municipality of all water terminals used for public transportation purposes, including a belt-line railroad affording connection with all wharves and with all railroads serving the port. With the switching, wharfage, handling, and storage charges, in the hands of the State or municipality, every terminal within the port might expect equal treatment, and the responsibility for providing adequate facilities would rest squarely upon the community itself. This remedy is not practicable at many localities, however, owing to the extensive occupation of the water-front by private interests.

"The difficulties confronting the solution of the problems herein considered are fully recognized, and it is obvious that decision as to the wisdom of any plan for correcting existing conditions should be reached only after the most searching investigation of its effect upon the movement of traffic and the relationship between competing ports. The matter is of such importance to the commerce of the country and the success of the merchant marine, however, that no difficulties should be allowed to stand in the way of securing an adequate remedy."

On March 25th, 1921, the Secretary of War brought this situation as to inadequate or unfair terminal charges to the attention of the Interstate Commerce Commission. As this letter is an impartial summary of the situation, it seems of sufficient interest to be read in its entirety, and is as follows:

"By reason of the war emergency the country has been provided with a large commercial fleet upon which a very large sum already has been expended. It is indispensable to our safety and prosperity as a nation that this fleet operate successfully and economically in competition with the vessels of our maritime and commercial rivals.

"Indirect and direct charges of a ship in port run from $1 000 to $5 000 per diem, and every day spent by each ship in port in excess of the minimum time required to load and discharge cargo, and to take on fuel and supplies, is a waste, which summed up for the entire fleet amounts under present conditions to millions of dollars per annum. Ships earn money only when they are kept moving with profitable cargo. Efficient operation, therefore, requires that the days spent in port be the fewest practicable.

"With the object of promoting, encouraging, and developing ports and transportation facilities in connection with water commerce, Section 8 of the Merchant Marine Act authorizes the Shipping Board, in co-operation with

the Secretary of War, to investigate territorial regions and zones tributary to ports, in order to determine what rates, charges, rules, or regulations should be established, and, in case changes are found necessary, to submit its findings to the Interstate Commerce Commission for such action as the Commission may consider proper under existing law. The Board of Engineers for Rivers and Harbors on behalf of the War Department has therefore been investigating the subject of port facilities, and both the Chief of Engineers and the Board are convinced that the success of our commercial fleet is largely dependent upon the economical operation of our ports.

"The results of the above investigation have been compiled by the Statistical Section of the Board of Engineers for Rivers and Harbors and are shown in the attached paper, which also contains excerpts from the various laws assigning to the War Department and the Shipping Board duties in connection with port regulation and port development. In view of the evidence presented in this compilation, it is requested that the subject of port charges and practices at South Atlantic and Gulf ports be considered with a view to the initiation of the necessary reforms, so that commerce may flow through our ports with the greatest possible speed and the least friction; or, in other terms, at the least expense to both the shipper and the ship owner.

"The Chief of Engineers points out that there are three forms of terminal control. These are (*a*) public (State or municipal); (*b*) railroad; and (*c*) private; and at none of our important ports is the control absolute under any one of these three heads. San Francisco and New Orleans have the nearest approach to complete public control, but at all of our important ports there is some railroad control, and at many of them there are also private terminals. Under present conditions of railroad operation, the railroads have no direct incentive to build or to operate terminals such as would turn the ships around in the least practicable time, and, even should such incentive exist, they are not now financially able to provide the costly wide piers and the expensive mechanical equipment necessary to the greatest economy. As will be seen from the attached manuscript, the tariff charges for handling cargo over the railroad terminals at practically all of our South Atlantic and Gulf ports are from one-quarter to one-half the actual cost of performing the work and this is the amount that the railroads allow private terminals for such service performed by them. Under such circumstances private terminals now in existence do mostly a warehousing business, or handle local freight only. They cannot exist on the railroad divisions for through overseas business. Private capital cannot therefore be attracted to invest in such terminals, nor can the largest cities be expected to construct modern terminals, if, as sometimes happens, the situation created by the railroads is such that it is certain in advance that an adequate return cannot be had with which to amortize the bonded debt and that the indirect gains are so seriously restricted as not to counterbalance this direct loss.

"Obviously, it would be advantageous to the public to have full freedom in the choice of routes over which its commodities may be transported. Such choice is now, however, limited and one of the limiting conditions is the fact that the route that otherwise might be preferable may have at the terminal port facilities such as wharves, transit sheds, storage warehouses, and the like whose capacity is merely sufficient to care for existing business or whose equipment may be poor, antiquated, inefficient, or uneconomical. Such restraints upon the adoption of the economic path for moving traffic should, in the general interest, be removed and the opportunity should be afforded all concerned to create, with reasonable prospect of adequate return, such port terminal facilities as seem needed and desirable. The only way in which this can be brought about is to put all such terminals upon a proper basis. The difficulties of the problem are no doubt considerable, but it is believed that this can be done, in some cases by revising the terminal tariffs so as to be reason-

ably compensatory for the service actually performed, thereby permitting privately owned terminals to be created and operated. In general, however, the ownership and operation of all terminals by the local public authorities or by the State constitute the best solution and this course should be adopted wherever possible.

"I would ask that the facts herein presented be considered with a view to the early application of such remedies as may promote the end in view, namely, the reduction to a minimum of the cost of transporting the goods that enter into our water-borne trade, both foreign and domestic."

As a result of these representations the Interstate Commerce Commission will soon hold a series of hearings at all the ports included in the investigation; the first hearing is to take place at Norfolk, Va., on September 19th, 1921, and the others will follow in rapid succession. It is not unreasonable to expect that the final outcome will be to place the port terminal situation as to charges on a sounder basis.

It will be observed that the War Department and the Corps of Engineers believe it to be for the best interest of the public that water-front improvements be publicly owned and operated, but in this matter of public operation it is important that caution be observed not to permit public operation by the political agencies sometimes utilized by city and State governments, which would be to the serious detriment of seaport terminals. The form of public operation which the War Department favors and which the speaker strongly advocates is that under which some form of port authority exercises control on behalf of the public, similar to the English so-called "Port or Harbor Trust." This body is dominated by representatives of the shipping, commercial, and business interests of the port and the purely political members constitute a small minority.

One of the greatest obstacles to the progress of American shipping business and to the promotion of the export and import traffic is the lack of unity of management. In this respect, Americans should take a leaf from the book of their British competitors, who have made this subject a study for many years of successful maritime business. Every considerable British port has a really unified management.

Forms of Port Control.

In general, it may be said that port terminal control is of three kinds: (1) public; (2) railroad; and (3) private.

(1).—Public Control.—This is best illustrated by the practice of such ports as Hamburg, which is a commercial State, and of London, Liverpool, and Bristol, England, which more nearly represent what we should endeavor to attain in the United States. The Port of London suffered for many years from the internal competition of a number of separate dock companies within the port. It was not until July, 1908, that the entire port property was taken over and put under the London Port Authority, competition within the port thus eliminated, and the port as a whole put in a position to direct its energies to competition with other ports. This Port Authority is called in England a "Trust", not as this word is generally used in the United States, but in the sense of a corporation operating without profit for the public benefit. This does not mean that port charges are not assessed, but only that the revenues

obtained from such charges are devoted exclusively to the interest of the port terminal, and not, as in the City of New York, to such extraneous matters as the cleaning of the city streets and other items of city maintenance. In other words, where New York devotes a considerable part of its revenue from the city-owned piers to general city purposes, London devotes its tolls to that part of the welfare of the community which is bound up in the promotion of its shipping trade. Another organization called "The Trinity House" is responsible for the lighting and buoying of the river. The Metropolitan Police are the guardians of the port, and the Corporation of the City of London supervises the sanitary conditions with regard to shipping.

The Port Authority is empowered to collect tolls on ships and goods, and has full jurisdiction over the various docks and terminals. It is constituted as follows: Appointed members, 10: one by the Admiralty; two by the Board of Trade; two by the London County Council (being members of the Council); two by the London County Council (not being members of the Council); one by the City Corporation (being a member of the Corporation); one by the City Corporation (not being a member of the Corporation); one by Trinity House. The elected members number 18: Seventeen by the payers of dues, wharfingers, and owners of river craft; and one by the wharfingers. In addition, the Chairman and Vice Chairman may be appointed from outside the membership of the Authority, making the total possible number 30.

The organization at Liverpool is known as the Mersey Dock and Harbor Board. It is quite similar in its constitution to the London Authority, and has 28 members, 24 of whom are elected by the dock rate-payers, that is, persons paying rates and dues on ships and goods only, the remaining 4 being appointed by the Mersey Conservancy Commission, which consists of the First Lord of the Admiralty, the Chancellor of the Duchy of Lancaster, and the President of the Board of Trade. The Board of Trade, unlike the Boards of Trade in the United States, is a National institution corresponding in many respects with the Department of Commerce. In making appointments to the Mersey Board, the effort is made to give the various trading interests in the local shipping community a proportionate representation, and at the present time this is said to work well. Such organizations as those at London and Liverpool may seem to the casual reader unwieldy, but each organization is divided into separate working committees with apparently good effect.

The Port of Bristol is owned and operated by the Municipal Corporation, which thus has jurisdiction over the entire dock system, the control being vested in the City Council, which, for purposes of administration, appoints a sub-committee. This committee employs the executive officials and gives them a free hand in the management. It is declared that politics plays no part in this administration.

(*2*).—*Railroad Control.*—Some of the ports of England, notably, that of Immingham, are entirely in the hands of the railways. The port terminal is operated as a part of the railway system, and as a means of getting business. In fact, many ports in the United States are operated on this same railway basis, the port terminal charges being nothing, or nominal, wherever the railway is enabled to get business by offering dockage to the ship.

(3).—*Private Control.*—Terminals of this class are operated by private individuals or corporations in the pursuit of their own business in all parts of the world. They may be adapted to the handling of only one product, or to miscellaneous freight. The manufacturing concern may be located at the terminal, and may use its water-front facilities in direct connection with its business only, or, in some instances, may conduct a separate terminal and warehousing business.

General.—It may be said in general that taken as a whole no port in the United States comes under any one of the three previously named headings. In all ports of any size all three methods of administration are in force. It is true that at San Francisco and New Orleans public port authorities are controlled by the State, but, at San Francisco, the Harbor Board confines its activities to the water-front at San Francisco, while the railways have terminals across the Bay at Oakland, on which side of the harbor there are also private terminals. At New Orleans, also, the State Board and the railways have separate terminals.

In some ports it has been the practice to lease the publicly owned terminals to private operators. Although there may be some financial justification for this policy, it seems well to observe some degree of caution in granting exclusive and particularly long-time leases for the use of piers and wharves. The recent experience has been that such exclusive leases may result in less efficient use of the terminals than is desirable for the best interests of the port. A lessee, for example, may keep his pier idle rather than permit its use by an actual or potential competitor, or he may make such high charges as to drive business away from the port. This actually happened in New York during the World War. If leases must be made, they should preferably be in the form of a first call on berth, leaving to the public port authority the right, when the berth is vacant, to assign to it vessels other than those belonging to the lessee.

At the same time, the prestige of a port depends greatly on the number of regular services that it affords. Liners belonging to such services are most readily identified by the public when their sailings take place from definitely known piers. The system of first call on a berth usually meets this situation adequately, but if it is necessary to promote liner service a limited number of concessions from the rule might be made.

It seems well to repeat the result of the review of the port situation in the United States, as stated in the report of Capt. Chambers, to which reference has previously been made. This review shows:

1.—That there is not, in most ports, a well co-ordinated management and that a well constituted port authority is the first need.

2.—That under these port authorities, comprehensive plans should be evolved, based on principles hereinbefore laid down.

3.—That a port can only be successful when this plan is based on the business available in its tributary area and brings ample railway facilities into the closest practicable juxtaposition with the water-front, with sufficiently wide areas available for cargo classification.

4.—That, with the increased cost of labor, mechanical means, wherever practicable, should be adopted for handling goods, and that such means should be at hand for every kind and shape of package.

5.—That ample railroad tracks should be available close to the terminal for car storage and car classification.

6.—That ample warehouse capacity should be provided, in order that both ships and cars may be dispatched in the shortest practicable time. Too many American ports are lacking in warehouse facilities, or have such facilities at an inordinate distance from the terminal, thus involving cartage, or extra handling, for local railroad haul.

7.—Where cartage is necessarily a feature in the port business, roadways and loading platforms should be provided for the full accommodation of trucks.

8.—That bunkering facilities of such character as to supply the necessary fuel to the ship while handling cargo should be available.

9.—That ample repair and dry-docking facilities should be provided.

No matter how ample the provision of terminal piers, sheds, railways, and mechanical equipment, a port will only succeed under an efficient and well co-ordinated management.

Although this discussion of the general subject of "Terminals" has been from the point of view of the War Department, the speaker feels that in closing he should state that it is the policy and the wish of the Department to be helpful to the people it serves, and in the discharge of the trust imposed and in using the discretion confided by law, the desire is to be liberal and not narrowly technical. Therefore, an invitation is extended for the frank and full discussion of problems, with the promise that they will receive patient and sympathetic consideration.

DEVELOPMENT OF THE SMALLER PORTS

By Frederic H. Fay,* M. Am. Soc. C. E.

As a nation, Americans are slowly coming to a realization of the economic value of their seaports to the country, a lesson learned long ago by their European neighbors and more recently by their Canadian cousins who have been more alert than themselves and by whose example and foresight they may well profit.

Before the World War it was commonly stated that a ton of freight could be hauled 5 miles by water as cheaply as it could be carried 1 mile by rail. With changed conditions, due to the war, this ratio may now be changed. Leaving aside, however, for the moment, the cost of loading and unloading which admittedly constitutes a large part of a transportation charge, it is to-day unquestionably true that freight can be hauled at a given cost a far greater distance by water than by rail. As a nation, Americans should be giving more serious consideration to the importance of water-borne, coastwise traffic, and since the opening of the Panama Canal, particularly to the possibility of greatly increasing coastwise traffic between the Atlantic and Pacific ports. A full development of this domestic commerce by water routes between these two coasts should result in extensive changes in the routing of freight by rail and in the rail-rate structure, stimulate the interchange of commodities between remote sections of the country, and prove of economic benefit to the nation as a whole. Although only in its infancy, the small beginnings which in these abnormal times have already been started in the Atlantic-Pacific coastwise trade, have had a marked effect in certain directions. Low coastwise rates have been established which, in some instances, are less than half the transcontinental rail rates, and the results thus far give promise of the larger results to follow when business has returned to normal conditions.

Until recently the development of American ports has been left very largely to private interests, usually to the railroads which naturally have made their developments with a view to their own immediate gains and without regard to the larger advantages to the public as a whole through the unification and co-ordination of the development of a port as a single unit. The American public is gradually awakening to an appreciation of the importance of public ownership or control of port facilities and of the commercial value of ports, especially as agencies in foreign commerce. Efforts toward public port development should not be concentrated on a few of the larger ports and primarily for purposes of foreign commerce; public attention should also be drawn to the benefits to be gained by the development of the smaller ports as well, not having in view foreign commerce alone, but also the need of stimulating water-borne domestic commerce and the economies and benefits resulting therefrom. That part of the Engineering Profession concerned in port-development work has a public duty to perform in giving serious study to the situation as it exists at the smaller ports and of acquainting the public with the facts as they find them.

* Boston, Mass.

Economic Value of the Seaports.

A community located on a busy harbor enjoys many special advantages. Marine carriers make large capital outlays in connection with their terminal operations. They buy coal, provisions, and other supplies from local dealers; pay substantial sums in wages to longshoremen and freight-handlers; spend money for repairs and employ towing companies and pilots. Even at many of the smaller ports millions of dollars attributable to port activities alone are distributed annually in the port community.

In a larger way, however, the port is the servant of the interior. For every ton of local freight shipped to and from the port community itself, there are usually many tons shipped to and from the district immediately tributary as well as from more remote inland territory. This indicates the true relationship between the seaport and its hinterland. The port serves the interior in the latter's dealings with coastwise and foreign ports, and provides the smoothest mechanical and commercial means for the movement of inland freight to and on the water. Its development calls into life new water lines and betters the service of existing lines, and its merchants find new markets for inland products.

A well-developed port is of indirect benefit to city, State, and nation, and its development should not be left in private hands, but should be under public control and participated in jointly by municipal, State, and Federal governments.

The principle of Federal aid has long been established through the assumption by the Federal Government of the work of dredging and improving harbor channels, harbor protection, and the provision of aids to navigation.

More recently State agencies have undertaken the building and development of water-front terminals, the reclamation of water-front lands, and even the dredging of harbor channels to supplement the improvements made by the Federal Government.

In a few instances municipalities, at their own expense, have provided extensive water-front terminals; in others, they have co-operated with State agencies in such undertakings, as, for example, in acquiring water-front sites on which State funds are spent for pier construction.

The public is coming to a general recognition of the soundness of the principle that the seaports are an important National asset and, as such should be under public, not private, control; and, further, that Federal aid should properly be given to the improvement of the water facilities of a harbor, while States and municipalities may properly work together in providing water-side facilities and necessary improvements on land.

Requisites of a Port.

It may not be out of place to consider briefly the chief requisites of a port since the engineer must have these fundamentals in mind when studying the problems of any port, large or small.

Water Facilities.—There must be a good harbor, well sheltered and free from ice; a natural harbor, if possible, or, at least, a location such that an harbor may be developed at moderate expense. The harbor should have

natural deep-water channels, or else a bottom such that adequate channels may be dredged and maintained at reasonable costs, and should preferably be in close proximity to the open ocean with a safe and direct approach channel and, if possible, an absence of an outer bar.

Rail Facilities.—On land, there should be adequate railroad facilities, not only locally throughout the district immediately tributary to the port, but also trunk-line connections to more remote points in the interior of the country. At the port itself, there should be adequate railroad terminals, including classification and storage yards and supporting yards in close proximity to the water-front piers. Important for the success of a port are belt-line rail facilities for the interchange of freight between the several roads and for bringing freight from each railroad to each pier, and fortunate is the port where such facilities exist or can be provided at reasonable expense.

Pier Facilities.—The pier is the connecting link between rail and water carriers. Piers should have transit sheds sufficiently large for the assembly and rapid handling of cargoes. Present-day ships call for piers of large size and larger shed capacity than those commonly built in the past. There is general agreement as to the importance of railroad connections to piers, but many port authorities, shippers, and steamship officials in the United States have been slow to grasp the importance of equipping piers with adequate, modern, mechanical apparatus for the rapid handling of freight.

In addition to the general factors already noted, recognition should be given to the importance of good highways throughout the territory immediately tributary to the port. The motor truck has its legitimate field in the inter-urban transportation of high-class package freight, and by its use many inland industrial communities may have connection with the seaport more cheaply than by rail.

It is obvious that a port situated at the mouth of a navigable stream has the added advantage of water transportation as well as rail connection with its hinterland.

Where advantages such as those already outlined exist, public authorities should give serious consideration to the possibilities of their proper utilization, and this is particularly true of many of the smaller ports. Europeans have realized more keenly than Americans the importance of access to the sea, and in many instances enormous sums have been spent in overcoming natural obstacles and in making seaports out of inland, or semi-inland, cities, as at Manchester, Glasgow, Amsterdam, Rotterdam, and Hamburg.

It is in connection with the smaller ports particularly that the engineer should live up to his duty as an economist, study each local situation with critical analysis and breadth of vision, and be a pioneer in calling public attention to the possibilities that lie before us.

Danger of Concentration in a Single Large Port.

In the United States the tendency has been to foster the development of the Port of New York which, for years, has handled approximately 50% of the country's foreign commerce, and ignore the natural advantages of, and the importance of developing, many of the smaller ports. Americans may well

ask themselves the question whether it is a wise policy for the country as a whole to have so large a proportion of its commerce tied to a single port.

Less than two years ago, the Collector of the Port wrote of conditions at New York* as follows:

"We are accustomed to speak of New York as the greatest commercial port in the world. So it is. To-day its water-borne commerce, foreign and coastwise, is greater than that of any other two ports in the world; but that is no reason why it will continue to hold this place for all time. * * * When the pressure of war traffic came upon us the port of New York 'broke down', or so nearly broke down that it was a matter of National distress and alarm. Along the extensive shore line of the inner harbor there was ample space for handling all the traffic the war sent to our port; but only a part of the harbor shore line was available. There were not piers enough to accommodate the vessels, and most of the available piers were too small, inaccessible, improperly equipped, or being used for some purpose necessary for the domestic demands of the city."

In war time, the successful blockading of this one port by a strong enemy fleet would be a tremendous handicap. At any time, local conditions may precipitate a longshoreman's or freight-handler's strike with paralysis of shipping, as New York well knows by recent experiences. Only last winter (1920–21) the influx of immigrants at New York was so great that the immigration and quarantine facilities of the port were unable to handle them, and it was necessary to divert ships to other ports to land such passengers. The cost of handling freight is enhanced by lack of belt-line railroad facilities, by the necessity for lighterage to supplement the roads, and by lack of modern piers equipped with modern freight-handling facilities. Furthermore, the values of New York water-front property are so great as to place a substantial over-head burden in the carrying charges on the investment in water-front terminals. All these factors tend to enhance the cost of handling freight in New York and the question may well be asked whether a considerable proportion of the business now passing through that port could not be handled cheaper, with consequent economic saving to the nation, at some of the smaller ports.

Efficiency and economy must be applied to the nation's business if it is to take its full part in world affairs.

Advantages of Development of Smaller Ports.

Instead of putting so many "eggs in a single basket", which may come to smash at any time, as has been proven at New York during and immediately after the World War, is it not better to get a diversion of commerce through other ports possessing good, if not equal, natural advantages, and to awaken in the public mind a realization of the National, State, and local benefits, arising from suitable public development of some of the smaller ports?

The development of smaller ports means a diminution of labor troubles and less likelihood of strikes having such serious effects on water-borne commerce. Such development means not only the building up of cities where the ports are located, but also the districts tributary thereto and a more even

* "New York's Endangered Commercial Leadership," by Byron R. Newton, Collector of the Port of New York, *The Street*, December 31st, 1919.

distribution of prosperity throughout the country at large. Americans have been too much inclined to consider port developments only in the light of foreign commerce, and have ignored the advantages of port development in increasing and cheapening domestic commerce and in lessening the cost of living. In the smaller ports, the cost of development is substantially less than the provision of equally good facilities in a large port like New York. Water-front properties are relatively cheap. Belt-line rail connections are usually more readily provided, if they do not already exist.

To-day, large industries are coming to realize the disadvantages of concentration in the larger cities and the advantages to be gained by locating their plants in smaller communities where better living and labor conditions are found. The development of smaller ports to cheapen transportation to and from smaller communities, both on the seaboard and in the district tributary to the port, is of direct concern to industries which are seeking to develop plants in the smaller cities and towns. This tendency toward distribution rather than concentration is a helpful one for industries and the country as a whole, and makes necessary more than before serious consideration of the need of development of smaller ports to handle not especially overseas traffic, but primarily coastwise traffic.

Port Development at Public *versus* Private Expense.

The proper development of American ports is to-day a vital problem. With only a few exceptions, ports in the United States were originally developed by railway or other private interests, and there is ample proof that, in most cases, the individual interests have failed properly to develop and co-ordinate the water-front facilities. Usually, the development has been narrow and selfish, and each railroad has naturally looked after its own individual interests. The recent trend of development has demonstrated plainly that the port must be considered as a whole, with the railroad and other terminal facilities co-ordinated so that they develop the port and the territory tributary to it in the most economical manner and on the broadest possible scale.

Where port development has been by railroad agency alone, it has naturally progressed slowly and, in general, only with the assurance that it would prove to be a paying investment. The tendency until recently has been for each railway to attempt to secure for itself the most advantageous location for its wharves and docks, and then to throttle the development of the port as a whole by setting up artificial barriers through the medium of switching charges, absorption of wharfage and handling charges, etc. As a result, many ports have become in reality a collection of several small ports, each serving as a terminus for an individual railroad, interchange of traffic between various parts of a harbor being rendered both slow and expensive.

A study of North American ports where such facilities are publicly owned or controlled shows that such ports have been a success in every case and this is obviously true for some of the notable ports of Europe. Not only has the operation of these terminals proven the investment to be sound, but the ports have been distinctly benefited by public control. Discriminative railroad practices have been eliminated, more flexibility of operation has been assured,

and commerce has been increased, due in large measure to the greater opportunities for expeditious and cheap handling of traffic.

No private party can be expected to make the large expenditures required for adequate port facilities. These must be made by the public, since States and cities can command a lower rate of interest and will benefit not only from a direct return, but even more largely from the indirect return which increases the business and the prosperity of the city and State in which the port is located. Private parties must consider the cost of water-front terminals purely from the standpoint of direct and immediate financial return, sufficient not only to pay carrying charges, including depreciation, but to return a reasonable profit to the investors. On the other hand, the community may very properly find the greater part of its profits in indirect returns, such as the prevention of the port from being throttled by its more active competitors, increase in commerce, and the promotion of the welfare and prosperity of the city and of the State at large.

Portland, Me., as Typical of the Smaller Ports.

Portland, Me., is a good example of one of the smaller but important ports the development of which has long been neglected, but where public sentiment has been aroused. The needs have been recognized, and the State and the municipality are co-operating toward a modern development. Portland possesses a harbor which, from the standpoint of natural advantages, is one of the best of American ports. Although not comparable with New York in size, it is of ample area with a natural deep-water channel and with no bars at its entrance. The harbor is well sheltered, in close proximity to the open ocean, with a channel so direct that steamships making regular calls dispense entirely with pilots and enter the harbor at any time of day or night, at any season of the year, under the direction of their own officers.

Portland is the Atlantic terminus of the Grand Trunk Railway and is the natural winter port for the Dominion of Canada. It is also a terminus of the Boston and Maine and the Maine Central Railroads, and is the nearest port in the United States to the United Kingdom and Europe. That the Federal Government has considered it to be one of the important Atlantic ports is shown by the fact that the harbor has been heavily fortified. During the World War, troops and supplies were shipped therefrom to the full limit of the existing water-front terminals.

Up to the present time, the only piers accommodating overseas shipping were those of the Grand Trunk Terminal; and, except for certain other wharves owned mostly by railroads and equipped for handling such bulk freight as coal, china clay, and sulphur, the wharves are obsolete and relics of the days of sailing ships when Portland had an extensive trade with the West Indies.

Recently, however, the need of increased water-front terminal facilities has been keenly felt. Certain steamship lines which have sought to establish themselves have been unable to do so on account of the lack of facilities for the accommodation of their ships. Only last winter (1920-21), the North Atlantic and Western Steamship Company, the boats of which, engaging in

the Atlantic-Pacific coastwise trade, had been berthed during the summer at the piers of the Grand Trunk Railway Company, found great difficulty in securing accommodation during the winter months, during which period the Grand Trunk Terminal is used to capacity, and succeeded in placing only a few boats at one of the Railway Company's piers through special arrangement with that road and because the Company's business last winter was not at a maximum.

Through the instigation of the Portland Chamber of Commerce, an agitation was begun which has resulted in the starting of further development through co-operation of city and State. The city has just provided the site of the first of a series of publicly owned piers, and the State is now about to construct such a pier alongside the Grand Trunk Terminal. Unlike many other ports, Portland already possesses a belt-line railroad connecting all the railroads entering the city, and the new State pier is so located on this belt line that freight at the pier will be handled on equal terms to and from the railroads. The State and the city are jointly embarking on a policy of port development with the idea not only of providing facilities for increased coastwise business, but also of increasing overseas commerce. The Maine Central Railroad connects with the Canadian Pacific Railway of Canada, which road it is understood has for some time desired entrance into Portland, and this entrance will be assisted by the building of the State-owned terminal.

Portland possesses a situation which is unique among the North Atlantic ports in that through the Grand Trunk and Canadian Pacific Lines, it is a natural outlet, especially in the winter months, for territory extending as far as the Canadian Northwest; and because of the United States connections of these two roads, it is a logical outlet as well for the midwest territory of the United States bordering on the Great Lakes. Considering that the present tendency of Federal regulation of the railroads within the United States is to avoid competition in rates and to permit only competition in service, and, further, that Portland is served by Canadian lines which are not subject to regulation by the United States Government, it would seem as if there were possibilities which no other Atlantic port in the United States possesses, for competition in rates and the securing of business.

It is believed by the people of Maine that the development of this port will stimulate the industrial and agricultural development of the entire State, especially since the State has available a large amount of undeveloped water power which, in these days of high priced coal, may now be economically utilized to provide cheap power for industrial uses.

Administration of this new publicly owned terminal the construction of which is to be begun in the Fall of 1921, is in the hands of a board known as the Directors of the Port of Portland. The Board is composed of five members, one of whom represents the city and the others represent the four Congressional districts of the State. The people of Maine, and the Directors of the Port of Portland in particular, keenly realize that their obligations do not end with the provision of adequate, modern, water-front facilities, but that when these facilities are provided and before their completion, active steps must be taken to sell the port to their community and to the country at large.

RELATION OF WAREHOUSES TO PORT DEVELOPMENT

By M. A. Long,* M. Am. Soc. C. E.

The speaker will confine his remarks to his twenty years of experience in railroad work and his study of the warehouses of the different railroad companies, with relation to their inland, lake, and terminal ports.

For instance, at Cincinnati, Ohio, there is a railroad warehouse practically ¼ mile long. Why did the railroad company build that warehouse? Because, if it had not, it would have been compelled to enlarge its yards and buy more cars, using those cars for warehouses in which to store merchandise. By building that warehouse the company saved the expense of additional cars and yards, but a better reason for its construction was to attract business to its line which it had not enjoyed before. The merchants along the line of that railroad also store in this warehouse—advertising it as their own, for that matter—and then ship in small quantities from it to their customers along the line, or along other lines in the adjacent territory. The construction of that warehouse saved these manufacturers the necessity of building warehouses of their own in which to store the surplus which, particularly in seasonal business, they usually have.

If this is true at Cincinnati, is it not true of every seaboard port? Anybody going through New Jersey, and seeing the number of cars on the railroad tracks there, cannot but wonder why the railroad companies do not have warehouses in which to store goods, instead of storing them in cars which are expensive and while being used as warehouses do not earn any revenue, but show a loss. Each year, the railroad companies are compelled to buy more cars and build more tracks to keep up with expanding business. The remedy for this, and this applies to every port, is the construction of a series of warehouses. The speaker is quite sure that, if they were built, the manufacturers of this country would use them and so would foreign merchants.

If a firm in any foreign country, doing business in America, had a surplus of goods, knowing that it could dispose of them to advantage in America, and knowing also that there were warehouse accommodations at one of the terminal ports, it would be to the advantage of that firm to ship them, using the warehouse company as its agent for local distribution; or, if its business was seasonal, ship to the warehouse to hold until it had proper opportunity to market its product. There will be a great deal of business of that character as soon as warehouses are built. Of course, there is a reason for all things, and the demurrage rates charged, or rather not charged, are the factors governing the warehouse situation at the ports. The following indicates some of the comparisons between rates charged on foreign and domestic freight. Let a firm ship a carload of merchandise to an inland port or city, after 48 hours' free time demurrage will have to be paid at the rate of $2 per day, for 4 days, and $5 per day thereafter. Suppose that same carload was being shipped to London: if it is shipped to New York on through bill of lading, 15 days' free time are allowed; if it is shipped on con-

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* Baltimore, Md.

signment 10 days are allowed; for the first 20 days after the free time expires, 1 cent per 100 is charged, and for the next 10 days 3 cents per hundred, and it is understood that a lower rate is now being put into effect. Thus, it is evident that, while a local merchant can well afford to pay for handling and storage warehouse charges, one dealing in foreign business does not have to pay such charges, because it is cheaper to use the railroad car as his warehouse.

One of the previous speakers, Gen. Beach, has stated that it costs more to handle a ton of freight in the New York terminal than it costs to transport it by rail from New York City to Pittsburgh, Pa. That is true, and it shows that the railroad companies make their profits from transportation and not from terminal handling. If this statement is correct, the railroad companies, therefore, could well afford to sell their terminals to the cities, providing they were guaranteed no loss of the business they had built up at a great cost; and it would be very hard indeed to estimate the relative value of a strategic location in a port, as compared to one not so favorably located.

In regard to railroad piers, the speaker has found from experience that they are seldom filled. In fact, in a publicly owned or operated port, ship schedules can be arranged so that those piers will be working to capacity. The speaker has known a time when the railroad piers would not average one vessel per week. That does not pay, and it is necessary to haul a great many tons over the railroad to make up for this terminal loss.

The Baltimore and Ohio Railroad Company contemplated, and made plans for, a pier and warehouse development at Tompkinsville, N. Y. It was not built, however, at the time it was being considered, because the financial market was not favorable. The Company then learned that the city might take the site and one thing and another led to the postponement of the development, and now the city has taken the site. This is only one case, but, in general, it shows why the railroads have not built modern terminals and warehouses at the ports to provide for future business.

Recently, a railroad man said to the speaker, "We have to build more terminals; it is costing us $1 000 on per diem charges". In other words, the cars from various sources are shipped to this road, because this company has arrangements with other roads not reaching the seaport, to handle their cars, and so many carloads were held on consignment in its yards that the per diem rate which had to be paid to the other roads amounted to $1 000.

If the cities or the public owned the terminals, they would be adequate, the railroads would not have the excess terminal charge, and, with adequate terminal warehouses, they would not have to provide so many cars.

In going through his files, the speaker found a reference to the comparative cost of building cars as against building warehouses. For example, take the Locust Point Yard of the Baltimore and Ohio Railroad Company, which has a capacity of 2 500 cars. There has not been a day in the speaker's experience with that railroad, in which that yard was not, as railroad men term it, "chock-a-block". For $1 600 000 a warehouse, including aisleways, mechanical equipment, etc., could be built to house the cubic contents of those 2 500 cars, so that it would work in with the yard and piers. The cars and land are worth $5 000 000.

If each of ten railroads was to build two of these warehouses, it would be equivalent to building 50 000 cars, as it would release that many cars now tied up in yards due to lack of storage room. Without property or tracks, the cars would cost approximately $100 000 000, while the warehouses could be built for $32 000 000.

The railroad companies are discriminating against the domestic as well as against the export shipper, and have done so for years past, in that they allow their cars to be used as warehouses, and that is the reason the warehouses are not built. It is easier for a shipper to ship on a through bill of lading and get that 15 days' free time, with the hope that a vessel will be available and that satisfactory shipping rates can be arranged before it expires, than to pay handling charges in the warehouse. The value per car and space in a yard is calculated to be $1 500. Interest, maintenance, and depreciation charges on the car and tracks are estimated at $172, while if the same carload is placed in a warehouse on the same basis of interest, maintenance, and depreciation charges, it will cost only $61.

Assuming that the average load per car is 25 tons, the annual revenue, on a storage basis, is $115, or a loss of $57 per car per year, if merchandise is stored in the car, and a profit of $54 per carload, if it is placed in the warehouse.

Since the Locust Point Yard is reasonably full of cars at all times, the speaker has used the yard capacity on a yearly basis for estimating. However, all material would not be stored a full year, and after deducting the handling cost, the revenue would be nearer $45, or $112 500 net profit, for the warehouse, against a loss of $142 000 per year, if stored in cars. These figures are general, but they are relative. The earning value of the car in service is not taken into consideration; the comparison is based on its use as a storage warehouse.

The value of the increased capacity and the removal of the necessity on the part of the railroad companies of buying high priced property in order to increase the capacity of their yards, with the likelihood of adding to congestion, are items which count for more than the actual earnings figured on a tonnage basis; and by keeping the cars more actively in use, the miles per car per day will be materially increased. This, of course, would mean greatly increased revenue, and, after all, the public pays the bill, and if the railroad companies could be relieved of excessive terminal charges, they would be in better shape to accept a reduction in freight rates, in which the public is so much interested at this time.

Take New York City as a concrete example, and assume that it will have its usual normal growth for the next ten years. Can any one imagine what it will mean to enlarge the yards and the cost of additional cars necessary to take care of the additional business? Now is the time to start building warehouses in order to prevent this necessary and expensive expansion.

Relative to the matter of warehouses, about three months ago, some interested parties had an opportunity to get a large manufacturing concern to locate at Baltimore, Md. It was practically all arranged, when, in figuring its operating cost to the *n*th power, the company found that Baltimore did not have proper warehouses for certain vessels, or rather certain ship lines, which were handling the raw materials which it wanted from Europe. This

meant that it would be necessary to ship those raw materials from New York to Baltimore to be manufactured, and have them shipped back again for distribution. Therefore, Baltimore lost that enterprise, and New York got it, because the latter city had a greater percentage of warehouses of that character, and also because it had the shipping lines carrying the raw material. This example is a point in favor of the better terminal, and is the strongest argument that can be brought home to engineers on this subject. There should be adequate terminal warehouses built at every seaport.

FUNCTION OF PORT TERMINALS AS CLEARING AGENCIES

By J. Rowland Bibbins,* Esq.

The United States Chamber of Commerce is deeply interested in, and is organizing to study more intensively and on a National scale, the transportation problems of the country as a whole. The speaker, therefore, will confine himself entirely to one of the broader aspects, as he conceives them.

Four distinct aspects of the subject have been outlined for discussion: First, the technical design, which relates to adequacy, capacity, and efficiency in technical problems, and which any experienced engineer can work out, given the problem of equalizing the capacity of main lines, terminals, and ships, such as will be necessary to handle the business of a port. The second aspect is that of administration, covering execution policy, service charges, co-operation with other transport agencies, development plans, etc. The third aspect is the merchant organization, a term happily devised by Dr. McElwee, covering such functions as banking, warehousing, forwarding agencies, etc., all relating to the merchant business of the port. Fourth, and most important, is the aspect of the port terminal as a gateway—the gateway of the interior. It is the funnel mouth, the clearing house for the nation's business with foreign lands, too often complicated by local business with which it has no relation. The gateway controls the production and the economic development of the interior in a manner often lost sight of in discussions of technicalities.

Commerce is interested in developing economical gateways and keeping them open and unobstructed. Commerce regards transportation as a unit element in the cost of doing business, that is, of distribution. Commerce pays the entire transport bill and does not single out any particular element, such as the port terminal charge, on which to concentrate its demands, unless conditions arise which retard, obstruct, and render the transaction of business unnecessarily costly or hazardous. The thought which the speaker wishes to convey is that in this discussion the total cost of transportation must be kept in mind, from the origin to the final destination of shipments. This may involve five or ten re-handlings, or even more for small lots, namely, from the producing interior, through the collecting agencies, the rails, through the terminal agencies and warehousing, the ocean carriers, through the foreign terminals, and distributing agencies; and *vice versa* on imports. This is the complex problem that confronts commerce, and, of course, the port terminal is an important element in that whole problem. After all, the essential criterion of all transportation is based on two things—time and cost.

Back of these various coastal gateways, is a great producing area of 3 000 000 sq. miles (with an additional area of 1 000 000 sq. miles in Canada which is closely associated with that of the United States). It is said that only 5% of the total business of the United States is with foreign countries, but the speaker suspects that 25% of the raw products flow through the ports.

This internal production from farm, mine, and factory has grown up through long years of development and had adjusted itself to the pre-war plan

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of rates, routes, terminals, business organizations, and manufacturing locations (such as Gary, Ind.). The war dislocated the whole economic plan, that is, the relationships between location of producing centers, transportation costs, and distribution costs. Years are required for an industrial system to readjust itself to essentially changed conditions. If this dislocation continues, the future may force industry to gravitate to the seaboard in order to meet foreign competition. The truth of this statement appears in the great demand for a reduction in freight rates from the far interior; the demand does not come from seaboard points. Therefore, unless the gateways—and by this the speaker means not only the water gateways, but the internal rail gateways as well—become so highly organized as to overcome this handicap of long and expensive interior transportation, a complete realignment of industry in the United States may be witnessed.

Commerce gravitates along the line of least resistance; in fact, if one can conceive of commerce and tonnage as water running down hill, one can visualize the Economic Divide—a hypothetical mountain range running diagonally across the country, determining which way that water-borne tonnage should naturally flow to foreign ports, that is, whether it should flow east or south, or to the west. It is not difficult to equalize the water and rail rates from a given producing interior region to a given foreign destination, to locate definitely this Economic Divide.* Temporarily, the Divide may be diverted by sentiment or precedent; that is, if logic and the true cost of service dictate a certain route for internal tonnage to its foreign destination, and it is found that the tonnage actually flows by an entirely different route, this may be the result of historical precedent, regional sentiment, preponderant rail development, or shipping policy. Eventually, however, trafficways for this interior production must find and rest on their economic justification in order to become permanent. Likewise, the gateways must retain their efficiency in order to enjoy permanency and to meet growth; and the gateways are the keys to the situation.

How shall this demand for continued expansion be met? Analyze the general business indices† of typical cities of the United States and it will be found that the general business which concerns transportation doubles in from 8 to 13 years. Cleveland, Ohio, is an example of a progressive community doubling its business in 8 years.

Now, even a modest port plan would require at least 5 years to organize and start *de novo*. It might easily take 10 years or more to complete the major elements, yet the ton-mileage of the United States doubled in 13 years, just prior to the World War, and its tonnage has increased as fast as the fourth power of the population. Here, then, is some measure of the problem of growth which concerns every seaboard municipality—every port terminal—and the widespread lack of appreciation of this rate of growth is responsible to a great extent for the lack of development. In other words, a different con-

* See the speaker's paper, "Economic Lines of Gravitation for Overseas Movement", Am. Assoc. of Port Authorities, 1920; *Engineering News-Record*, 1919.

† Such as imports and exports, railroad tonnage, shipping tonnage, warehousing, bank clearings, post-office receipts, industrial output, auto-registration, electric railway traffic, school attendance, telephone traffic, etc.

ception of port-terminal development is necessary, if Americans are to meet the obligations imposed by an expanding commerce on a National scale.

Let us now examine a typical large port terminal.* This port includes half a dozen competing railroad-terminal services, all interlocking as a result of previous development through 20 or 30 years of intense competition. Some of the terminals must actually be losing money in the effort, but they must keep going to secure their share of the traffic. This port city has grown solidly around the railroad terminals and the water-front district, enclosing them and restricting the possibility of their proper development.

Of the total car movement, only one-sixth is through land interchange, as compared with more than one-half in Chicago, that is, traffic having no business in the city proper. More than two-thirds of the total car traffic is interchanged between the roads, and two-thirds of this is done on the congested water-front, while only one-fourth of that car movement is direct export and import movement. In other words, city business and marine business is hopelessly interlocked in the attempt to carry on both in the same location. This emphasizes an important premise—that the water-front is not the place for city business, nor is it the place for rail clearing or storage operations.

Now, the peak load of this port is quite severe. The terminal handles 25% more cars loaded and empty during the peak load than during the normal month. It handles 50% more cars received immediately after harvest time, and, at times, the grain receipts are several times larger than the average for the month. The result is that cars pile up in the terminals by the thousands. The seasonal excess (over minimum) may be as much as 15% of the total car receipts, and months are required to eliminate this excess car holding.

This emphasizes the fact that the clearing capacity of terminals depends much on their mobile reservoir capacity—the "liquid assets" of the operating man. That point has indeed been emphasized in this discussion, but it means capacity of warehouses as well as of railroads. The railroads should not be required to provide all the warehouse capacity—a bad practice which greatly decreases the effective utility of railroad facilities.

Railroading is a continuous function; shipping is an intermittent one. The difference in the turn-around time in boats and cars must be met by reservoir capacity. Who is going to provide that capacity? That is one of the great problems of the port plan. If it is not provided, every harvest time will result in a vast car movement to the seaboard, the clogging of terminals, and a serious shortage of merchandise cars in the interior. The coal problem is similar. One 10 000-ton cargo would require 3 miles of cars standing, 2 000 or 3 000 truck loads, or 8 miles of trucks in line. Imagine the activity required in a port terminal designed to handle 20 cargo ships at a time, with an average of 5 days turn-around (which should be possible instead of 10, 15, or 20 days' turning time). What is needed at present is more movement, not more cars or ships. It is the cost of idleness that eats up the profits.

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* Based on a detailed technical survey of origin destination.

Summarizing this very brief discussion, commerce is interested in the following:

First.—The clearing capacity of the gateways during heavy traffic seasons. This is analogous to the principle of designing a power plant to carry a peak load.

Second.—The over-all cost of transportation from the producer to the consumer, including the important terminal cost. It is the total cost from moving train to moving ship which controls.

Third.—The time consumed in transit, avoiding expensive and embarrassing delays.

Fourth.—Economic routes overseas which provide least time and least cost.

Fifth.—The provision for continuous development to meet future growth of traffic. In this respect, the newer ports, the younger ports, have a great advantage, because they are not handicapped by expensive precedent.

Sixth.—More consideration of the transport machinery back of the bulkhead, that is, rail, belt lines, and motor transport auxiliaries, are required in the port, as well as the water-side facilities and equipment, likewise so important.

Seventh.—The separation of city and water-side freight transport facilities is necessary to permit each to function without interference. This should be a major feature of the city plan.

Eighth.—Acceleration of carrier equipment. This may determine the success or failure of a port.

Permanency or supremacy cannot be guaranteed to any gateway, for, ultimately, commerce will adjust itself and select its own trade routes and outlets, based on true economic stability.

LACK OF CO-ORDINATION IN DESIGN OF AMERICAN PORTS

By John Meigs,* M. Am. Soc. C. E.

Recently, a conspicuous official of one of the major ports of the United States, in an unfortunate moment of mental aberration, charged the Engineering Profession with responsibility for the lamentable fact that "this country to-day is secondary in importance to Great Britain and other European nations as a maritime power."

This ingenuous and surprising allegation was followed by the further count in the damning indictment that these hyper-technical malefactors—that is, engineers—or, as he neatly expressed it, "impractical and technical men," were animated by motives "sometimes prompted by selfishness, frequently by favoritism, and often by inexperience."

These initial strictures were then amplified by further charges of high professional crimes and misdemeanors on the part of various specific members of this Society, who had the temerity to design harbor structures not in accordance with his own secretarial views—this having been his vocation prior to his present incumbency of a responsible executive post.

If this highly placed official had additionally charged the impractical theorists of this Profession with the responsibility for the World War, for the present financial depression, and the unusual prevalence of mosquitoes on the Jersey coast, the sweeping indictment would have been complete, his animadversions would have been quite as just and logical, and no doubt it would have relieved his mind of the profound depression in which it was then apparently inextricably bogged.

Of course, such unmitigated absurdities as these would warrant no attention, save that they came from an incumbent of a prominent municipal-political office, and that they indirectly "point a moral and adorn a tale."

If, however, engineers reject this kindly meant solution of the problem of "what ails our American ports?", in fairness they presumably must suggest a better one. The uncontrovertible fact is, not that engineers have by their iniquitous dominance been responsible for the comparative backwardness of American port cities, but, on the contrary, that they have had far too little to do with their development, having been in most instances, until very recent years, notable in important port councils mainly by their absence.

It is true that the services of engineers have long been utilized in port design along the more technical lines of harbor planning and in the detailing of various port structures, but, in the larger aspects of the art, the general design and co-ordination of port layouts, they, unfortunately, have not been able to make their influence felt as they should.

Too frequent changes of political administration in the greater number of the ports have made impossible the adoption and carrying out of logical and comprehensive plans, however good the intentions of their proponents may have been, have rendered futile the well meant efforts of engineer subordinates to institute well considered programmes of development, and have resulted

* Philadelphia, Pa.

in piecemeal and inconsistent efforts at isolated betterments. Each successive, short-lived administration has entered into office as a rule suspicious of the plans and procedure of its predecessor, anxious to make an ornate showing for itself, and regardless of the troubles left by it in the hands of its successor.

To illustrate this precession of American port luminaries, the speaker may mention the fact that nearly ten years ago, when the American Association of Port Authorities was first organized, as a humble member thereof he became acquainted with practically all its membership, including the representatives of the ports of the United States and Canada. During this decade, the speaker has seen in the case of the ports of the United States at least three changes of administrative officers and, in some instances, four or five; while in the case of Canadian ports they have remained for the most part in the hands of the same executives for this entire period—men trained, salted, and seasoned by long and valuable practical experience. Not one of the municipal port officials of the United States then in office, is now connected with port administration.

This applies, it is true, mainly to the chief executives of these various departments, but it affects also the working personnel to a considerable extent and makes impossible the proper carrying out of consecutive programmes of improvement.

The better balanced developments exhibited to Americans by European and by some Canadian cities—notably, Montreal—and the superior economies f operation possible thereby, are due in large measure to their rational conception of the proper function of a port administration as a genuine business organization rather than a political or social diversion.

When referring to comprehensive port developments, the speaker does not necessarily mean the somewhat flamboyant and spread-eagle projects designed to provide for the hypothetical needs of unborn generations of men and unbuilt navies of ships with which the port fathers have amused themselves in so many recent instances, admirable in themselves though these plans have often been. Rather, he more especially wishes to emphasize the necessity for proper balance in port layouts, be they large or small in size, and an economic co-ordination of the various parts and functions of the port.

Provisions for the receipt and transfer of freight to and from land and marine carriers are essential of course, but of equal importance must be considered the provision of facilities for its warehousing and merchandising. The complete port consists not only of its channels, anchorages, piers, quays, and transit sheds, but also of proper rail and road transportation facilities, and, not least, ample provisions, both outdoors and under cover, for the short and long-time assembly of cargo and the protracted storage of it in warehouses for eventual reshipment, for resale at favorable opportunities, for repacking, assembling, manufacturing, or other preparation of it for the market.

Have American municipalities devoted the proper study to this important subject as a scientific problem, or are the ports being permitted just to grow, "Topsylike", along the lines of least resistance? To any one familiar with the

trend of port development in the United States, it is not necessary to answer this question. He will know only too well that we are merely drifting.

Much money is being spent in the improvement of the harbors—tremendous expenditures in the aggregate are being made—but how much of this spending is wise and how much of it unwise, or even profligate, is a serious question. When two ports of approximately equal commercial movement are found, one with nearly twice the wharf space of the other and still feverishly engaged in spending on more, and more, and more wharves, it looks as if satisfactory explanations of the "whyness" of this spending would interest the citizen taxpayers who are providing the funds for the possibly misguided expenditures.

When port officials devote their energies solely to constructing spectacular new piers, and entirely neglect the equally important railroad and warehousing facilities to back them up efficiently, and the proper improved mechanical equipment to facilitate the despatch of cargo, it is time for a halt until the entire system of port administration can be placed on a genuine business basis.

Permanent boards, composed of business executives, operating men, and trained engineers, should be placed in charge of these matters, paid decent compensations, and permitted and required to stay on the job. Then and then only—when the ports are administered as business enterprises and not as political opportunities—can Americans hope to compete in operating efficiency with well organized overseas competitors.

No such reckless and extravagant use of water frontage is observable anywhere in the world as in the harbors of the United States, which, provided by Nature with facilities almost ideal as compared with the great ports of northern Europe, have been developed in truly frontier fashion, sprawled out over many times the length and area of other world ports of corresponding commercial importance, and operated with consequent inefficiency.

Per foot of steamer berthing space, American ports show an annual unloading capacity of from one-third to as little as one-tenth that of well planned and properly administered foreign harbors. When one considers what this means in decreased costs of every kind—both in connection with construction and operation—the greater administrative facility, and the more efficient management in every particular, the facts in the case demand most serious attention.

As a typical American example, the municipality of Philadelphia, Pa., has about 15 000 ft. of highly improved, deep-water, wharf frontage or berthing space publicly owned, 65 000 ft. of additional deep-water berths under private control, and, approximately, 50 000 ft. of additional berthing space suitable for coastwise and river-trade purposes, a total of nearly 130 000 ft. of improved wharf frontage. Not a square foot of warehouse space in the port is municipally controlled, and, compared with foreign ports, there is relatively little under private ownership. The warehousing is done largely on the pier sheds, where it was never intended to be—and should not be—permitted; and no effort whatever is made to utilize the port equipment intensively.

Abroad, the port of Manchester, England, handling but slightly less foreign business than Philadelphia, possesses only 34 000 lin. ft. of berthing space, less than one-half of the deep-water berthage in Philadelphia and about one-quarter of the latter's total berthage; but, on the other hand, Manchester has warehousing accommodations amounting to approximately 3 200 000 sq. ft. as against Philadelphia's inadequate quota of 1 200 000 sq. ft. In addition, the Manchester docks are equipped with most elaborate mechanical handling equipment designed to facilitate cargo loading and unloading and to make every linear foot of frontage of maximum cargo capacity.

A little nearer home, in Canada, the Port of Montreal manages somehow to handle an annual foreign tonnage of nearly the size and importance of Philadelphia's deep-water berthing accommodations—and accomplishes this in an open navigation season of less than 8 months, or only two-thirds of Philadelphia's working year.

The case of Philadelphia is not mentioned as unique. It is merely typical of current American practice along these lines, and nearly all the other ports of the United States are justly subject to the same criticism.

Are these inconsistencies of performance to be accounted for by any radical differences in classes of cargo handled, or the industrial surroundings of these several ports? Most probably they are not; and, also, most certainly the current practice on one side of the line or the other is wrong. Are the ports of Manchester and Montreal handling more tonnage per linear foot of available berthing space than they properly should and, at the same time, show a decent and kindly regard for American sensibilities; or, possibly, has Philadelphia and her sister ports more piers and berths than they have any legitimate need for, and which they have not yet learned to use properly?

If, however, the municipal authorities have shown lack of forethought in the study of these matters, private terminal managements cannot be accused of like carelessness, as some excellent examples of well balanced design are exhibited in their plants.

In the Bush Terminal, in Brooklyn, N. Y., for instance, with a total berthing space of approximately 16 000 lin. ft. and a pier area of more than 1 000 000 sq. ft., the warehouse area is in excess of 2 000 000 sq. ft. This terminal presents an exceedingly interesting study, in that although it is by no means a model from a construction point of view, it may be assumed to be an almost ideal layout from the standpoint of the balancing and proportioning of its various facilities in their relation to each other and to the general plan.

The present layout being the result of a gradual growth of several decades, from an insignificant beginning, its various piers, warehouses, railroad, and other facilities have been constructed one unit at a time during successive years in response to the actual demands of the business of the terminal, and, in its present state of completion, it may be fairly considered to be planned almost exactly to meet the accurately determined needs of this particular location. This great commercial terminal is commended to city fathers for their careful study.

Decided progress was made during the World War in scientific designing in the case of some, but not all, of the Government terminals constructed for

the shipment of munitions, and these steps in advance might well be emulated by municipal port planners.

In the great South Brooklyn Army Supply Base, a most radical departure in terminal proportioning was made when, in order to balance 7 800 lin. ft. of berthing space and 585 000 sq. ft. of pier area, there was provided more than 4 500 000 sq. ft. of warehouse floor area. This proportion of warehouse space to pier area of more than 7 to 1 may be far in excess of the correct balancing of these facilities in the average commercial terminal. This, however, is a preferable fault to the contrary one of insufficient warehouse space and a superfluity of piers.

It is poor business to build piers at from $5 to $10 per sq. ft. of deck area, and permit them to be used as storage warehouses, while the latter class of structures can be provided at from one-quarter to one-half the cost of pier area.

When comparatively cheap warehouses and inexpensive mechanical handling equipment will enable the expeditious clearing of the decks of expensive piers and permit of doubling, or trebling, the number of vessels capable of being accommodated at their berths, there would seem to be considerable virtue in a policy of port development calling for liberal warehousing provisions and the installation of ample cargo-handling machinery.

Is it not time that American municipal port executives ceased specializing in piers, and piers alone, and commenced an active campaign of providing other port facilities in proper relationship to their wharves?

Most of the seaboard cities of the United States need improved intra-harbor rail facilities, effective belt-line railroads, up-to-date mechanical equipment, and extensive increases in warehousing space incomparably more than a far-flung series of individual piers practically unrelated to each other and the general port plan.

It has been argued that railroad and warehouse installations are not proper objects for the expenditure of public moneys, that it is all right to build piers, but all wrong to provide the co-ordinate facilities which will make the piers of maximum use to the community. This is the most egregious stupidity.

Who can say where the proper functions of the municipality stop and those of private capital begin? The propriety of such expenditures can be determined only by the extent and urgency of the existing needs of the community, by the exigencies of each actual case.

The speaker is no advocate of undue paternalism in government, and he thoroughly believes that private capital should be encouraged and assisted in all legitimate lines of investment. Private management is nearly always superior to that by Governments—be they municipal, State, or Federal—in point of economy, efficiency, and almost every vital factor of operation. If private money will provide all the port facilities, docks, railroads, warehouses, and what not, let it do it by all means—under proper public supervision of the general plan of these expenditures—but whenever private capital fails to take advantage of its opportunities to be of public service, then the public itself must take hold and provide rationally for its own needs.

M. A. Long, M. Am. Soc. C. E., in his discussion, has already given some illuminating data on the subject of warehousing principles, and the figures previously quoted are merely random examples selected to suggest the possibilities in this line of investigation. The subject is certainly worthy of more careful study than has yet been given it, and the results in the way of improved port economics to be reasonably expected from a careful and conscientious investigation of the entire subject, and a practical application of the vital facts thus discovered, would amply justify its costs.

Let the municipal authorities wake up; let them show a little ordinary business sense; let them give their engineers and shipping experts a chance to work out their port problems along scientific lines—that is, in accordance with the dictates of sublimated common sense—and the United States will no longer remain as the before-quoted distinguished critic has stated, of "secondary importance to Great Britain and other European countries in maritime trade", at least, in so far as the proper economical and expeditious handling of maritime commerce at the water-gates is concerned.

A BRIEF COMPARISON OF AMERICAN AND FOREIGN SEAPORTS

By W. Watters Pagon,* M. Am. Soc. C. E.

To persons content with superficial observation, the most striking fact about the two groups of ports—European and American—is their marked dissimilarity. Yet when a more intimate study is made, one finds, of course, that much the same factors are operative, and the differences that have developed on the opposite shores of the Atlantic are no more marked in their real essence than the differences in manners and language between the British Isles and America.

The fundamental difference is largely topographical. The speaker cannot recall an American seaport of consequence where he was not asked the question, "Do you not think that this is a wonderful natural harbor?" and, doubtless, it was, for most American seaports are natural harbors. A port, however, is more than a harbor, and depends for existence and prosperity on commercial and political geography and on the business acumen of its traders. Because of this many of the European ports are located on rivers, far from the coast, and their harbors have largely been dug, piecemeal, from the land as additional space was needed. It would be quite accurate to say that European ports have natural wharves and artificial basins, whereas American ports have artificial wharves and natural basins. The obvious consequence of this—somewhat accentuated in America by the individualism of the pioneer and the temporary character of his construction—has been to foster the building of docks in Europe and of piers in America.

On first thought this distinction is all important, yet the speaker cannot but feel that it is of little importance. A quay wharf is nothing more nor less than half a pier, and whether the wharf is a masonry bulkhead retaining an earth-fill, or a piled construction, can only affect the economy of doing business, through its influence on capital and maintenance charges. In fact, though Liverpool is typically European in its materials of construction, it is quite similar to American ports in its layout, and other foreign ports have layouts containing piers—even piers of American pile construction.

Just why tideless docks have been used so extensively in all ports of Europe in recent years is not entirely clear. In Antwerp, for instance, the earlier construction was on the principle of the marginal wharf, very much like that at New Orleans, La. In London, there is a theory that the earlier basins were built quite largely because they provided a water area that could be fenced in to protect shipping from pilferage; which theory is supported by the inscription on the West India Docks, dated 1802, namely, "* * * this Range of Buildings Constructed together with the Adjacent Docks, * * * for the Distinct Purpose of Complete Security and Ample Accommodation (Hitherto not Afforded) to the Shipping and Produce of the West Indies at this Port * * *". Hamburg and Copenhagen have used the idea of docks, without gates, because it lends itself to the requirements of their "free

* Baltimore, Md

ports". Rotterdam has real need for large basins—even if no quays were provided—because a large volume of its business consists in transshipment from Rhine and canal barges directly to vessels that are moored to pile dolphins and buoys in the docks. Yet, of course, there are many advantages to be gained by tideless docks in such a port as London, where the tidal range is 25 ft. and the tidal currents are strong.

Therefore, it cannot be said that the common American type is better in general than the European type, or that it should always be followed in the United States. The better principle to lay down is that both types have their advantages, and American ports should develop their newer port works along either line, according as the local requirements favor the one or the other. To follow the American plan exclusively is to blind oneself to the possible economies of the other, a fact which has been appreciated by some of the port authorities, and certainly it is contrary to the ideal of the terminal engineer, which is so to build as to gain for the owner the maximum ultimate economy.

For the purpose, therefore, of understanding the other factors that influence the type of development, let us set aside the factor of tidal range—a fundamental one to be sure, yet one that is purely local to every port.

Next, in order of discussion, is then the matter of relative permanence of construction. On this subject many elements have a bearing, for example, relative age of ports, tides and other physical elements, seat of ownership, density of business, etc.

Relative age of ports will be discussed more fully subsequently, but those foreign ports the age of which is so great that their business activities are well established, can well afford more permanent structures than the recent ports in this country. Yet, this consideration did not cause Manchester to build cheaply, although its port is an infant, even when compared with the Atlantic ports of the United States and when Antwerp was opened to trade again by Napoleon, the structures built were of permanent type. Railroad-owned Southampton is also an exception; so probably this reason does not generally obtain.

Such influences as tides may have a considerable bearing on construction where structures are in the tidal range, but they would have no bearing within the docks where the water level is almost constant. In the United States the range of tide is not a determining factor, because the American type of piers may be found at Baltimore, Md., with a tidal range of 1 ft., and at Boston, Mass., with a range of 13 ft.

The questions of seat of ownership and density of traffic are closely related. Of course, the tendency in all countries is to build public works of permanent materials, and this may have considerable bearing in those ports where city or State or other public authority controls the works. Manchester and Southampton, however, are privately owned, and here permanent construction is also found; and the privately operated "free ports" are of similar nature. Even in ports which follow the leasing system, where the lessee's wishes govern largely, there is no marked difference. Therefore, it is probable that the mere fact of ownership has no direct bearing, to the exclusion of other factors.

On the other hand, delegation of ownership or control of a preponderant portion of a port to a single body—whether public, semi-public, or private—is conducive to concentration of the business over the minimum of space. Density of traffic also goes hand in hand with permanence of construction. Thus, a line of "jitneys" may amply provide for light, suburban, street traffic, but subways are the only solution for heavy metropolitan service, and heavy capital expenditure may be economically justified under the latter conditions.

This is, the speaker believes, the most important factor, and a little detailed study will emphasize the point. It has been stated that certain European ports handle ten times as great a tonnage per linear foot of quay as certain American ports. Assuming that cost of construction of berthing space alone in the two countries is in the ratio of 3 to 1, then it follows that those foreign ports are doing an amount of business certainly three times as great per dollar of capital investment. If only this much is true, it certainly does not speak well for the American extensive system when compared with their intensive system. There are also, however, many other correlated gains which follow from intensive development. There is a further saving in terminal investment and operating costs by reduction in railway trackage and facilities; a similar saving in warehouses and transit sheds; a saving through the changed conditions which justify labor-saving machinery by permitting its constant use; a saving in truck mileage to outlying terminals; a saving of water-front mileage and, therefore, a reduction in value, thus permitting more widespread use of the shores for industrial plants the materials of which are water-borne.

By comparison, the most potent element of weakness in the ports of the United States is the decentralization of a pioneer country. Such a condition as that found in one American port, where only 1% of the harbor frontage is owned by the public, would be impossible in Europe, where the ports are highly centralized, for administration as well as for physical layout. London has its Port Authority controlling nearly all the important quayage. In Copenhagen, 58% of the quayage is controlled by the Harbor Authority, and 70% if city and State are included. Liverpool and Manchester are almost entirely in the control of the local authority, and the ports of the Low Countries are similarly held.

New Orleans, La., and San Francisco, Cal., are on a parity with these ports, and they are indicative of the success of the idea in America. In San Francisco, the Authority has consistently striven to increase the density of traffic by yearly comparisons of the tonnage handled per square foot of pier. The space allocated to a shipper is contingent on the intensity of use shown previously. The Authority at New Orleans reserves the right to place vessels at wharves which are not in use, even though they are allocated on yearly leases.

In marked contrast with the natural facilities offered by American harbors are some of the development difficulties to be observed in European harbors. The extreme range of tide has been mentioned, with its attendant system of locks and dikes. Contrasting with this is the situation at Copenhagen where the tidal range is slight, but where the tidal currents are so strong that a dike 7 300 ft. long has been built across the Sound, with locks for vessels

and sluice-gates to control the currents. The newer portion of the harbor has been reclaimed from the water and enclosed by about a mile of breakwater. Amsterdam for more than a century had difficulty with the depth of water through the Zuider Zee, and has built two canals to the North Sea—one of which was not successful—to maintain its position. The later one is second only to the Panama Canal in section, and was built at a cost of about $25 000 000. Rotterdam, located more directly at the mouths of the Rhine, has had to face the same problem of maintaining its channel depth to the sea, and has expended only slightly less than its neighbor. Probably the most courageous of all is Manchester, which, aspiring to become a seaport, spent nearly $90 000 000 on a ship canal, and now is almost on a par with its former port—Liverpool. In some ports, the State has assisted the city, but the greater the proportion expended for aids to navigation the less there was available for quays, sheds, warehouses, etc., and, therefore, the greater the need for increased density of traffic.

One weighty difference between the continents lies in the fact that American tonnage is predominantly for export, whereas, in many European ports, it is for import or for transshipment. This is notably true of the grain trade. However, Amsterdam and London, for instance, have extensive warehouse facilities for goods awaiting re-export, which largely overshadow the other port facilities. Much of the wealth of these European countries has been derived from such storage of goods awaiting a favorable market, in addition to the profits accruing to the local ship-owners from transport of the cargo.

The "free port" is peculiar to Northern Europe, where it has been fruitful. Developed to meet a local situation, it has spread to foreign countries. From the traffic standpoint, it is much the same as an interurban railway terminal, where the dense mass of passengers from subway or elevated railway are distributed to the radiating lines which end there, or *vice versa.* From the economic standpoint it is a wedge, a re-entrant salient, in the customs frontier of a country, which extends the commercial freedom of the seas to include a safe harbor where goods may be safely transferred, blended, manufactured, or stored, awaiting continuance of the journey to other countries. It is a "bay" connected with the free ocean and enclosed on three sides by the customs, whereas a bonded warehouse is an economic "island" surrounded on all sides by customs.

Because of its nature, a free port is, in general, owned by the State or Harbor Authority and leased to a private lessee. When the Government of the United States adopts the principle of the free port, which now seems entirely possible, it will have at New York, Baltimore, Norfolk, and other ports, a series of Ordnance General Supply Depots with berthage, railways, storage, fencing, and all other adjuncts of a free port at hand ready for lease. At least one of these ports can easily be developed to equal the present size of the free port at Copenhagen. For equal success, however, there must be aggressive commercial activity to provide the business.

In spite of superficial differences, therefore, there are few factors of importance which are not operative on both continents. Of course, most Euro-

pean ports have much the advantage in point of age, for Tacitus writing in A. D. 61 mentions London as having "a number of merchants and trading vessels", and several Continental ports antedate the Norman conquest. Yet the rise and fall of ports has been rapid, and whereas Antwerp had become one of the foremost ports of the world in the years from 1500 to 1560, she had declined to almost nothing at the end of the century, owing to civil wars and political dominance of other States. Thus, age can create only an historical background, which may facilitate the inauguration of some new venture, but lack of age has been no deterrent to new ports where the local spirit was aggressive and conditions were ripe.

Whether conditions are ripe for American seaports no one can predict. It hinges quite largely on the continuance of the merchant marine. No European city has become great through the activities of its non-citizens, but through those of its own people, who owned their ships and brought the goods to storage under their own house roof or warehouse. The profits from vessel and cargo went to support the Rubens, the Michael Angelos, the engineers, and other professional men, as they will in the United States—if the merchant marine is made to flourish—to those ports the citizens of which own and operate their vessels and lines.

SOME OBSERVATIONS ON PORT FINANCES

By Edwin J. Clapp,* Esq.

The speaker is not going to discuss the subject of an ideal method of collecting port revenues, nor consider, except briefly, the various expedients now practiced in raising enough money to operate port facilities. He is going to discuss, primarily, the practical financial difficulties that confront public port construction work in the North and South Atlantic outports, because of the established practice of the railroads in offering free berths to steamships in the foreign trade. All the Atlantic ports of the United States, except New York, are called outports.

Briefly stated, the situation is as follows: Each railroad at its chief port, often at several of them, maintains a complete set of oversea terminals, consisting of water-front yard with switching equipment, open and covered piers or wharves, grain elevators, cranes, and other machinery for handling bulk freight. Generally speaking, it maintains and operates this ocean terminal as part of the railroad system, just like the team tracks and freight houses of its land terminals. Rail rates cover not only the cost of transportation, but the greater cost of maintaining and operating the terminals. No charge is levied on the motor truck which backs up to a freight house to deliver or receive freight. No charge is levied on a steamship that backs up to a pier to deliver or receive freight. The interest, depreciation, maintenance, and operating costs of the pier are covered by the rail revenues earned on goods hauled to and from the ship.

The outports, intent on increasing the volume of traffic flowing through them and the number and frequency of their overseas services, have found marked disadvantages in this system of railroad ownership of pier facilities. The railroad having invested heavily in a terminal, tries to monopolize all competitive traffic that passes over it; that is, all traffic to and from points reached by the railroad pier owner or its connections—and this includes practically all the traffic the steamship carries except local port business. Other railroads are kept from interchanging traffic with the steamers when the pier owner refuses to switch their cars, or levies on these cars such a heavy switching charge that the other roads are discouraged from carrying traffic the revenue of which is thus diminished. In either case, the steamship line tends to find itself confined to the service of the carrying power and the soliciting force of one railroad, instead of all the lines centering at the port.

Likewise, the railroad pier owner generally bars or restricts the use of its pier for the accumulation of local cargo delivered by teams, lighters, or the short-distance motor-truck common carriers. This is business on which the railroad gets no revenue. Such traffic occupies pier space which railroad revenue freight might use. It is good business for the railroad, but bad business for the ports the traffic of which would expand if all piers were freely open by rail, highway, or water to all inland carriers. The railroad, however, handling all of 500 000 tons of freight moved through its ocean terminal, can make more money than by handling one-half of 800 000 tons. At least, so the railroad officials have calculated.

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* New York City.

An efficient port is a funnel through which are poured the exports and imports of a wide hinterland. Railroad ownership of ocean terminals has interfered with the freedom of that flow in the outports. The outports see their disadvantage when they compare themselves with publicly owned ports like Montreal, Que., and New Orleans, La., where the berths for steamers are owned by the Dock Board and the facilities are connected with each railroad by a public belt line. Each steamer is thus cut off from exclusive connections with any rail carriers. For a moderate, uniform switching charge, covering only operating cost, the belt line switches cars between any berth and any carrier. Every steamship line has every rail carrier working to create traffic for it, and all on equal terms. In New York, steamers do not dock at the railroad piers, but across the harbor at piers in Manhattan, Brooklyn, or Staten Island. Railroads deliver freight to the steamers by lighterage. The intervening water serves as a belt line to cut all the water carriers from all the land carriers.

An outport sees that public piers are preferable to railroad piers from a traffic standpoint. Moreover, the outport sees the publicly owned ports going ahead with great extensions, such as have been completed or are in process at New York, Montreal, and New Orleans. In general, it can be said that in the provision of new facilities, the outports have stood still; the railroads are building no new piers and have built none for years. This is partly because the export and import business has declined from a major to a minor element in the traffic on the railroads, and the railroads have not the money to build. The insistent demand for money to rehabilitate the roads and equipment of carriers, and to expand local terminals for domestic traffic, will absorb for years all the funds the railroads can raise, and there will be nothing left to spend on ocean terminals.

Thus, not only is it better policy for the city or the State to supply piers for oversea carriers, but it is the only way in which port development can proceed. However, if an outport erects a pier, or a group of piers, it finds it difficult to make the steamships pay anything for their use, because a few blocks away the railroads offer their piers rent free. The railroads recoup themselves by their rail earnings. The city has no direct earnings out of which to pay the cost of carrying and supplying piers free to steamship users. Few cities are financially able to carry this annual loss for the sake of the general advantages which port development brings to commerce and industry. How are the outports to finance their new public piers, meet the cost of their interest, maintenance, depreciation and supervision, or operation? There are four ways in which this money can be raised.

First.—The piers can be supplied free and the annual cost taken out of the city taxpayers. This is not practicable. Indeed, it has become customary for the voters or their representatives to authorize port expenditures only on condition that they are to be self-supporting.

Second.—The annual cost of a pier can be met by a dockage charge, levied against the ship each time it uses the pier and proportioned to the size of the vessel and the length of its stay. This is a main source of revenue at New Orleans, where it is supplemented by a "sheddage" charge levied on the ship

for the use of covered space, and by an annual "preferential assignment" charge per square foot of space paid by the steamship line for a semblance of permanency in its berth. In some cases, these charges against the ship are commuted into an annual rental, as at New York, where the pier is turned over to the steamship line for its exclusive use.

Third.—The annual cost of a pier may be met by the imposition of a "wharfage" charge levied on the goods that pass over it. These revenues may be supplemented by storage charges levied on the goods which do not simply pass over the pier, but remain there for a time. This method of financing piers, developed by the railroads, is practiced at the South Atlantic ports. They have long collected charges according to a "wharfage, storage and handling" tariff, the charges being added to the rail rate on southeastern export and import traffic.

For years these charges have been far too low to meet the cost of maintaining and operating the piers. Since January, 1921, a new tariff has carried charges designed to be adequate. At some ports such wharfage charges are not added to the rail rate, but paid by the railroads out of the rates. This is done at Montreal. Its chief source of revenue is wharfage, most of which is paid by the railroads out of their earnings. Montreal has a very scientific system of raising its revenues. The wharfage charges already described are kept high enough to provide interest on the piers. The berths are then leased to steamship companies at rentals sufficient to carry the annual cost of the sheds. Elevation and storage charges make the grain elevators of the Montreal Harbor Commission self-supporting. Switching charges paid out of rail rates to the harbor belt line are designed to make the belt line carry itself. At Galveston, Tex., a similar method prevails. The ocean terminal facilities are owned by the Galveston Wharf Company. Its revenues come mainly from wharfage on goods allowed by the railroads out of their rates, and dockage on ships, paid by vessels according to their size and duration of stay.

Fourth.—The entire cost of maintaining and even operating piers may be met out of railroad revenues, as is the case with the railroad-owned piers at the outports.

As it is not practicable to propose that publicly owned piers at the outports shall be maintained at the expense of taxpayers, the only way to finance them is by the dockage or rental method and by the wharfage method.

To rent public piers on a self-supporting basis will long be a matter of great difficulty at the outports. The speaker is not unmindful of the experience of Philadelphia, Pa., a railroad port which, ten years ago, bravely "took the bull by the horns", built public piers, and rented them for what they would bring, alongside railroad piers offered free. For many years the rentals were almost imperceptible. To-day, some of the newer berths rent on a basis to carry them, but the net income of the Dock Department, after taking out administration and maintenance expenses, is an insignificant return on the $12 000 000 expended thus far. Philadelphia frankly set out to carry its piers, like its highways, at public expense. No other outport can afford to imitate her.

In the speaker's opinion, it would be a mistake for an outport suddenly to attempt to finance piers on the basis of rentals or dockage collected from ship lines, even if this method were practicable. Everything tends to gravitate to New York. Free berths at the outports have been an inducement to more than one steamship line to establish there. When the railroads were built from the seaboard into the Middle West, the Erie Canal had already concentrated the exportation of grain and grain products at New York. The new railroads terminating elsewhere set out to induce the flow of this traffic through their ports also. They offered the steamships free berths and they also offered larger earnings than obtain at New York—larger steamship earnings because of the "differential" rates (lower than those which then applied to New York), which the railroads terminating at the outports were willing to accept. The outports have fought the abolition of the differentials. They should go slow in abolishing free dockage. Examination of export and import figures proves that the drift to New York is not growing weaker, but stronger. Such new lines as the outports get are generally the result of small beginnings. A free berth is a constant inducement to such experiments.

The only remaining method of financing new public piers at the outports is by means of wharfage levied on the goods. This is the method that should be chosen. It presents no complications at the South Atlantic ports where the rail carriers already levy wharfage and handling and storage charges, in addition to the rail rates. When new public piers are built, the rail rate will set the car on the city pier. Then the city can levy the regular tariff, handling, wharfage, and storage charges. These are designed to be sufficient to carry the old railroad piers which suffer under very heavy maintenance costs. The tariff charges, therefore, should more than carry new modern city piers.

At the North Atlantic outports, financing public piers by wharfage charges will not be so simple, because these charges cannot be added to the rail rate. As explained, the rail rate to a North Atlantic port includes delivery alongside the ship. The railroad, without additional charge, unloads the car and charges no wharfage on its contents. At a city pier, the railroad would deliver and unload the car. If the city tried to charge wharfage on the contents, this charge, added to the rail rate, would throw the cost of shipping *via* this pier "out of line", compared with the adjacent railroad piers. That is, at North Atlantic ports, if wharfage is to be collected at city piers, it must be collected not from the shipper in addition to the rail rate, but from the railroad out of the rail rate. This would be no new practice for the railroads. Already out of their rail rates they pay a wharfage sufficient to cover the overhead and the operating cost of their piers; they pay this wharfage to their own terminal units. Why not pay it to a new independent terminal unit which relieves them of the terminal service? Then the railroad would have the same net revenue for its haul whether the shipment passed over its pier or the city pier; in either case, it would retain the rail rate less a terminal deduction for wharfage. Such rail-rate terminal allowances made to city terminals by the carriers would make city terminals self-supporting. This would make it simple to obtain public funds to any desirable amount.

In other words, this is the situation: In the North Atlantic outports, ocean terminal facilities have been supplied by the railroads the rail earnings of which include a quota to pay for the upkeep of these terminals. Expanding commerce, larger ships, the advance of the engineering art, all require new and improved facilities. The railroads are financially unable to supply them. They can be supplied out of public funds, if the railroads will make to the new terminals the same terminal allowance they would make to their old terminals. Of course, the carriers would be glad to have the outports build piers and make no terminal allowance at all. They make no terminal allowance to the city piers at Philadelphia. On traffic which the railroads carry for movement over these piers, they retain the full rail rate, both that part collected for the haul and also that part collected for the terminal service, which includes supplying a pier. The cost of supplying the pier is thus thrown on the city which shifts part of it to the steamship lines as rentals, but most of it on the taxpayers.

To reduce the suggestion to concrete form: Suppose a North Atlantic outport builds a modern terminal unit, consisting of open and covered piers, a grain elevator with galleries to each steamship berth, a supporting warehouse, an adequate railroad yard, and a belt line cutting the main break-up yard of each rail carrier. Each rail carrier would pay the belt line an adequate switching charge for taking a car and setting it at its berth in the new terminal. This would supplant the service rendered by the railroad's switching engine in moving the car from the break-up yard to its own pier. The railroad car at the public terminal would then be unloaded by the railroad's own men sent there or, better, by the terminal's men, and the railroad would pay a proper handling charge for the service thus performed for it. Finally, the railroad would allow the terminal a per ton wharfage equal to the interest and maintenance cost of its own piers distributed over the tonnage handled.

The railroads themselves would profit from such an arrangement. They would be supplied with new and additional facilities without cost, save as they got traffic to move over those facilities, and, then, at the same cost which they assume in the case of traffic moved over their own piers. At some of the outports, the carriers stand enormous losses by carrying cars of exports under load, because they have no adequate pier space to hold them. The initial wharfage allowance required of the railroads could be reduced in the course of time. The city's overhead on its terminal would be less than that of the railroads; the city could get its money for 6%; the railroads pay 8 per cent. The railroads pay 3% taxes; there would be none on city property. The overhead on the money invested would thus be 5% per annum less than if the railroads themselves built additional terminals. Maintenance at the new piers would be far less than at the old railroad structures.

The wharfage required of the railroads, in the course of time, could be further reduced as new sources of revenue arose for the new terminal. The larger steamship lines seeking it would be charged a "preferential assignment" for regular berths. Some of the lines would require special types of shed or equipment, but such lines could pay interest on the special facilities provided for them, a rental carrying the pier superstructure, as at Montreal. In all

likelihood, the wharfage required of the railroads would be in time only a fraction of what their own piers now cost them in wharfage. It is not impossible that in time the new terminal would become quite self-supporting. It is a plan by which the railroads could gradually work out of the heavy terminal expense they now carry on export and import traffic.

The speaker realizes how sketchy this discussion has been; he knows the difficulties involved. The new terminal should be built and operated only by the highest type of public commission such as have been described by Mr. Cowie and Gen. Beach. The best commission or best authority is one representing the business interests which handle that transshipment which is the port's function. On this Port Authority, both railroads and steamship companies should have adequate representation. Of course, the new terminal units must be built gradually; the railroads should not be asked to help finance terminals which will simply empty those already in existence. There is no use in bedeviling the railroads; but for them there would be no outports; they developed them. The time has come when further development is beyond their financial powers, when ideas of the benefits of competition no longer extend to approval of separate railroad-owned ocean terminals. The speaker believes that the railroads will be found ready for co-operation in the manner herein outlined. If they were not ready, he believes that the Interstate Commerce Act, the Transportation Act, and the Merchant Marine Act, give the Interstate Commerce Commission power to compel such co-operation. The main evils of the present railroad-owned piers can be eradicated by the introduction of reciprocal switching among them, the switching charge to include adequate wharfage for use of one carrier's pier by another.

What is here proposed is that the transition from railroad to public ownership of ocean terminal facilities in the North Atlantic outports proceed without abolition of the present railroad practice of allowing out of rail rates a wharfage sufficient to provide interest and maintenance on piers for oversea carriers. It is proposed that a city commission of port business men construct a single terminal unit, as part of a port plan, and that the rail carriers allow to this new terminal, out of rail rates, the same wharfage they now allow their own terminals. It is asserted that this initial wharfage paid by the railroads can soon be reduced, because of lower overhead and maintenance costs applying to the public terminal and because the terminal will develop revenue from "preferential assignment" leases and outright berth rentals, as well as from wharfage on traffic brought by motor trucks and lighters which will have free access to the new piers.

Neither the outport nor its railroads can afford to see its port facilities stagnate. An attempt has herein been made to present a plan whereby these facilities can be fairly developed, to the advantage of both railroads and the port, without disturbance of existing rate or traffic conditions and with that proper observance of the local situation which must modify any attempt to attain ideal conditions.

IMPROVEMENT AND DEVELOPMENT OF PORTS

By Carroll R. Thompson,* M. Am. Soc. C. E.

In the improvement and development of ports there is no question of more vital importance than the powers that are vested in the body entrusted with the control and administration of port matters. The best laid plans for increasing efficiency will fail in their ultimate purpose unless the port control is such that the various unit facilities can be co-ordinated into a smooth working whole. A single port unit may be designed and built and be capable of operating with the utmost economy and dispatch, but unless the other units are coupled with it to produce the same efficiency, the whole operation of the port will be inefficient. The absolute regulation of each and every element entering into port problems must be controlled by a port body, which, in turn, must be established, organized, and maintained so that it can be administered exclusively as a business proposition.

The work of the engineer is dependent on this control. How can the engineers of a port commission build supporting warehouses to operate in conjunction with pier sheds, unless the commission has the authority to build warehouses? How can the rail facilities in a port be operated to their utmost efficiency unless the belt line is operated on a belt-line principle? What is more discouraging to a port official than to find one of the port's most modern and fully equipped general cargo piers on which a preferential is given to a particular railroad company's freight, or on which one railroad is permitted to run its cars to the exclusion of all others? When such a condition exists there is only one result: The railroad freight that is not permitted to be run on a pier must be rehandled at a distant point and transported to the ship either by lighter or truck. The belt-line principle of operating to allow any railroad carriers to enter on the tracks laid on any pier must actually be in force and be subject to the control of the port authorities, a control which can compel that principle to be enforced.

This is true with every other unit and element connected with the operation of a port. The regulation of privately owned water-front facilities also enters into this question of port control, particularly in some of the older ports. Sometimes attempts are made to utilize tide-water frontage for other than shipping purposes. Unquestionably, the primary interest of any community in its port lies in its shipping development, and, therefore, docks for ships are of the foremost consideration. Water-front structures for private storage purposes or other uses should not be permitted.

Recently, in Philadelphia, Pa., a decision was made denying the plea of a large corporation for a permit to extend a pier to the pier-head line where the dock or water space on each side of the pier was less than 70 ft. and the pier extension only 55 ft. wide. In addition, it was proposed to erect a superstructure covering the entire area of the pier without any provision whatever for an apron. The proposed structure was also of such character as to indicate clearly its intended use as that for storage and manufacturing, or a combina-

* Philadelphia, Pa.

tion of both, rather than for shipping or commercial purposes. The absence of any provision for cleats, bollards, or any other means by which a ship could be made fast, confirmed this belief. Furthermore, the company entered into an agreement with the adjoining property owner by which it agreed that it would not dock any craft of any kind or description along one side of the pier, all of which indicated to the Dock Department that such a structure was in violation of the laws now governing the port. There was involved in this application serious questions—the extension, for instance, of a pier of inadequate width and inadequate water space and the apparent desire on the part of the applicant to secure for manufacturing and storage purposes an area located on the recognized property of the Commonwealth of Pennsylvania.

The Director of the Department of Wharves, Docks, and Ferries, in denying the application, stated that he was alive to the importance of the industry in question to the Port of Philadelphia, and recognized that every facility should be afforded for its further development, and although he recognized the fact that this particular corporation was handicapped for storage room, he was also mindful of the responsibility resting on him as an agent of the State to dispense its bounty and felt that the time was opportune for calling a halt on attempts to secure by license the use of State property for private purposes. In this case, the State property referred to, is the bed of the river between the bulkhead and pierhead lines, on which structures for maritime purposes only can be built.

If sustained by the Courts, this decision will have a far-reaching effect in advancing the development and improvement of the Port of Philadelphia, in that, as pointed out in the opinion, the sanctioning of a non-maritime structure could not be otherwise construed than inimical to the development and best interests of the port.

Attention is called to this decision to show the importance of the control of a port authority over privately owned port facilities and also the fact that the port authority will be less handicapped in its improvement and development programme when it becomes the owner of the riparian rights along the entire shore line.

There are many such problems confronting harbor authorities in their efforts to improve and develop the facilities of a port and very often they are helpless to correct inefficiencies, due to the lack of authority to control all the elements that enter into questions of port government. In one American port, some of the laws regulating port matters were enacted more than a century ago and have not been modified in accordance with the advanced and changed methods of the shipping business.

To reap the full benefits of the improvements and developments that may be made to the harbors, or even properly to carry on successfully the actual construction work of improvement and development, the port authority must have the power that will enable it absolutely to control and regulate each and every element effecting the operation, directly or indirectly, of the port as a unit or a series of units. Its work must be separated absolutely from politics and handled exclusively as a business proposition and it must not be organized and established so that a periodical change of directing heads will

cause a periodical change of policy. Continuity of policy must be preserved. When a comprehensive plan of improvement and development is approved and adopted, the work should be carried on and not fail through lack of authority by the port body. When the port commissioners, or the authorities with whom the control of the port are intrusted, are given powers that will enable them to control or regulate every question concerning the functioning of a port as a whole, the improvement and development of that port will then be much simplified and the port engineer will be much less handicapped in solving his problem of how to produce efficient terminal facilities.

PORT PROBLEMS IN NEW YORK

By John A. Bensel,* Past-President, Am. Soc. C. E.

The subject under discussion has been announced as "National Port Problems". As far as the speaker knows there are no National ports in the United States and, therefore, there are no National port problems, unless problems of immigration or Custom House operation are considered. These are the only National operations in American ports, but as they are not of direct concern to engineers, it does not seem probable that they come under the subject.

On account of these facts, the speaker proposes to discuss some of the problems affecting the Port of New York, as he sees them.

The first question which naturally arises is, what are the problems that affect the Port of New York and thus endeavor to find how they can be solved, if they need solution. At this point, it would appear that one enters into a land of mystery, but the guides are numerous and so are the solutions.

It is quite evident that to many the most important problem in the Port of New York is how to get rid of the water. Many solutions of this problem have been proposed, but probably the one which has occurred to one engineer —of simply filling in one or two of the rivers and a portion of the Bay, all of which appear to be entirely superfluous—is the simplest and easiest to understand, and to him at least the problem is solved.

Other schemes to eliminate the water appear in two quite different forms, one of connecting the mainland of New Jersey with Manhattan Island by means of a gigantic bridge and the other of establishing an indefinite number of small-bore tunnels, built far below the street grade, on Manhattan Island.

The public must be somewhat confused by the solutions proposed, one of which would make a track yard on the most expensive real estate in the world and the other would deposit the freight destined for Manhattan at locations where it is difficult to conceive that it could reach the consignee. In neither of these proposals is an explanation given of the reason for them.

The Port of New York is apparently holding its position eminently well. It does more business than its ancient rivals, London and Liverpool, do in combination, and practically one-half the trade of the country goes through its gates. It is not shown that freight movement would be any cheaper, nor would it by any possibility be any more rapid, and the question naturally arises, "why bother?"

In this connection, nearly thirty-five years ago, certain eminent engineers reported on the problem of how to increase the commerce of the port, and arrived at the novel conclusion that a four-track surface railroad with a track connection to every pier was the solution. Had this joke been perpetrated, the water-front would have been rendered inaccessible and the capacity of the port curtailed.

The great ports of the world owe their importance, not so much to their geographical layout, as to the commercial activity of the back country, and

* New York City.

the Port of New York is no exception to this rule. Had there not been a natural port and harbor, the commercial necessities of the great State of New York would doubtless have produced one, for human ingenuity has known no limit under the pressure of commercial necessity. New York is one of the few great ports located on the sea and, therefore, escapes many of the problems affecting several of the other principal ports of this country and most of the famous ports of Northern Europe. To note some of the problems that New York has escaped, a contemplation of some of the difficulties that have been overcome, is reassuring; Philadelphia is 94 miles from the sea; New Orleans and Montreal are both examples of river development; Seattle and Portland are also examples of port development under adverse conditions; while, in Europe, the situation of the great ports—Liverpool, Manchester, London, Antwerp, Rotterdam, and Hamburg—brings to mind the natural obstacles that have been overcome in their development. All this brings to mind that, perhaps, the problems of the Port of New York, or of any other port, are not really National; they are local issues or problems. This was said once about the tariff, and although it took about twenty-five years to demonstrate it, it was finally generally admitted to be true. It is to be hoped that Americans learn more quickly now.

Most problems mentioned in regard to freight movements in the port, pertain to the stated necessity of placing the steamship and the car in direct contact, a matter that is not at all difficult when desirable. Many localities are available on the water-front of more than 500 miles, and the problem only becomes complicated when an endeavor is made to move freight cars around in congested localities into positions that are clearly foreign to their purpose or design. All the New Jersey portion of the water-front of the port is easily adaptable to such a treatment, if desired. The speaker recalls that when the so-called Chelsea improvements were built, none of the great trans-atlantic lines would allow railroad tracks on the piers, although the freight tracks of the New York Central Railroad were laid on the marginal street directly in front of the piers.

It is certain that quite a new type of engineer has appeared, a type that would aid any scheme provided there were sufficient funds ready for dispersal. Reference is not made to natural differences of opinion which must always develop in professional activities, but this new type only endeavors to silence the naturally curious by vociferous assertions of what they know, given, of course, without figures, and it would appear to be clearly propaganda for some hidden interest or the development of some commercial scheme. It is certainly a problem to obtain an unbiased opinion, although the experts for both terminals and ports were never more numerous. Bred to a certain extent by the conditions of war work, they are found in every problem, self-elected and ready to advocate almost any scheme for the expenditure of public funds.

The older methods of proving one's point of view must be restored if the engineer is to take a professional stand before the public. Many of the so-called problems are invented in order that the self-constituted expert or authority may get "his place in the sun", but the time must come when proper

analysis becomes the vogue. Thus, many so-called problems will disappear and much that is now written may be put away until needed.

The port problems of to-day do not differ materially and may be briefly stated as being concerned to a large extent with the commercial connection between the rail or canal carrier and the transatlantic ship. Commercial needs must dictate in the methods to be used, and no servile imitation of foreign methods will comply. The great systems of many of the foreign ports are not to be reproduced however effective a lot of cargo hoists may look against a sunset sky.

As the speaker sees the great problem of the Port of New York, it concerns the effective use of the water as a means of communication between the railroad terminals on the New Jersey shore and the points of delivery nearest those of consumption on a shore line of nearly 500 miles. For freight, there is nothing so economical as movement over a water lane, since no railroad yard admits of such expeditious and economical movement of freight cars as the slip between two piers, and the solution of many problems concerning freight movement may be best expressed by the term, "use the water". Do not think that it is necessary to go under it or high above it. The oldest means of movement, it still possesses all the advantages that it ever had and also is frictionless. It offers an almost ideal opportunity for movements on its surface.

As an illustration, it might be mentioned that there arrived in the Port of New York, recently, a barge carrying as much grain as could be carried by a full train load of about 70 cars, all within a bulk about 300 ft. in length, 35 ft. beam, and 12 ft. in depth, and this quantity of grain, amounting approximately to 2 300 tons, made the run from Detroit, Mich., to New York City in 8 days. Does not the picture speak louder than any words? Avoid the problems—"use the water".

RELATIONSHIP OF RAIL AND WATER CARRIERS

By William J. Wilgus,* M. Am. Soc. C. E.

In times like the present, when an impoverished world is practicing rigid economy as never before, it is to be expected that trade between nations will flow along paths of least resistance and, hence, through those gateways which, other things being equal, exact the least tribute in tolls and time from the rail and water carriers which meet there for purposes of interchange. This admitted, can it be denied that American engineers owe it to their countrymen to exert every force at their command to point out in what respect the principal ports of the United States are lacking and how they may be bettered? It would seem that the first move in this direction should be the bringing together of the transportation interests on land and sea, with a view to perfecting their related facilities in a manner that will best serve their common good.

The usual pier or quay, after all, is a joint terminal, not only for the ship, but likewise for the railroad and for the motor truck. Unfortunately, too often this common ground is under the exclusive jurisdiction of one of these agencies, with dire results to the others. For instance, a steamship line in the sole possession of a pier will seldom, if ever, provide proper space on it for tracks on which the railroads may place their cars for delivering and receiving freight direct. It may dictate to the railroads, without expense to itself, that the interchange shall be effected through the medium of trucking or of floating equipment with its added cost of breaking bulk and of tortuous water-front and marine operations. This situation which obtains to-day in the greatest American port—New York—was brought about originally by natural conditions which antedated the railroad area, and, later, was perpetuated through the provision in the seaboard rate which requires the railroad to interchange freight at the ship side rather than at the end of the rail haul.

The wastefulness of this process can be best illustrated by comparing it with the confusion, delays, and excessive costs that would reign in a joint railroad terminal where different gauges of the main lines and yard tracks would necessitate the breaking of bulk or transfer of car bodies in transit, within sight of their final destination, a condition too absurd for serious consideration.

The remedy for this manifestly unhappy situation lies in the conversion of port authorities and carriers, both rail and water, to the wisdom, or, rather, strict necessity, of abandoning the stingy pier policy and of building generously proportioned wide piers and quays on which there shall be ample space for transit and storage sheds, motor-truck driveways, and track layouts designed for continuous cargo handling uninterrupted by switching operations. All the great ports of the Old World, and even the principal ones of South America and of Canada, have taken this foresighted course, and in the United States the more progressive ports have rather timorously done likewise. There are, however, many ports, notably New York, where the narrow-pier policy still rules. In planning for the future then, let past faults be remedied and

* New York City.

wide piers substituted for the inefficient and wasteful narrow, trackless ones which have been inherited from the days of the sailing ship and canal-boat.

Another direction in which there is a dire need for improvement is the more extended use of mechanical equipment for reducing the expense of cargo handling and for expediting the release of ships and cars. For example, during the World War, the American Army in France operated in twenty to thirty ports at which in the last month of the war, November, 1918, there were discharged, by a variety of methods, nearly 1 000 000 tons of supplies at an average rate of 449 tons per ship per day, or, approximately, 1.10 tons per lin. ft. of ship berth per day. At one of these ports, American Bassens, there had been completed at that time a partial installation of electric gantry cranes, which despite many handicaps, such as untrained operators, poor lighting facilities, shortage of cars and stevedores, and insufficient "tuning up", made an average record of 717 tons per ship per day, equal to 1.8 tons per lin. ft. of ship berth. This was in marked contrast to the 371 tons per ship, or 0.9 ton per lin. ft. of ship berth, discharged daily at neighboring berths where non-completion of the gantries made necessary the handling of similar cargoes by ship tackle, not only with less speed, but also with greater damage to the supplies and with much more rehandling between ship, car, and shed by reason of the shorter radius of action of the ship tackle.

The effect of the gantry installation on economy of ship time and car time and on man-power is further illustrated by extracts from test observations taken at the same ports, as shown in Table 1.

TABLE 1.

Berth equipment.	Average tons per hook-hour.	Average tons per man-day (10 hours.)	Time of ship in port, in days.
Gantry crane	14.5	6.0	11
Ship tackle	8.4	3.7	16
Superiority of gantry crane over ship tackle.	73%	62%	31%

It will be seen that in this instance of mixed cargoes ranging from Quartermaster supplies to railroad materials, machinery, camions, guns, and fighting tanks, the modern mechanical equipment, even with the handicaps mentioned, was pronouncedly more efficient than the methods in ordinary use.

It is believed that these war experiences, which by the way were borne out by those of the British Army in France, should be applied to peace-time commercial needs. At least, they are worthy of thought in connection with the planning of labor- and time-saving devices at the National gateways.

As bearing on the wisdom of a wide-visioned improvement of American ports, it will no doubt be of interest to cite the outcome of a recent study for a large port extension, which indicated that, although the widening of the piers for the accommodation of suitable track layouts, cranes, transit sheds, and driveways, would increase the construction cost over narrow piers more than 50% and reduce the linear space for berthing ships, the additional cost of the plant as a whole, including not only the piers but also the ships, cars, and

motor trucks, was only 8%, while the reduction in berthing space was more than offset by hastened speed of cargo handling and therefore quickened release of ships and cars. In consequence, it was shown that, with an undiminished annual tonnage capacity, the efficiency of the port would be greatly enhanced and the terminal charges, embracing ship and car demurrage, as well as labor, reduced more than one-third, after making due allowance for the increased fixed charges.

These figures, of course, are not claimed to be applicable to all times and places. They may be said, however, to serve the purpose of directing attention to the outstanding wisdom of carefully analyzing each port problem at which rail and water carriers interchange freight, both as regards adequate track facilities on piers and quays and also near-by, properly laid out, supporting yards for the storing and sorting of cars free from interferences with neighboring operations.

Several other features remain for brief comment. The unification of the management, under joint control, of rail and water terminals in the water-front zone of each port is essential to a full solution of the port problem. With this, should go a co-ordinating belt line under the jurisdiction of the port management; an "open door" for the vast fleet of independent craft unpossessed of exclusive facilities—leased or owned; and working arrangements with the trunk lines, whereby freight consigned to the port shall be suitably grouped at distant clearing yards for movement direct to the particular location for which it is destined, without the need for intermediate reclassification or breaking bulk. There is much room for improvement through a further restriction of free storage which is now a wasteful burden on the rail carrier. Ample warehouses and open storage areas adjoining the piers and quays, with moderate charges, would go far to decrease this evil.

The argument so far has been from the standpoint of international trade. It should not be forgotten that whatever is done to increase the terminal efficiency of American ports may perhaps some day save the National existence when the stress of war may again tax the ports to their utmost. The lessons of the World War should prompt Americans to cure their ills in time of peace. Not to do so, at a modicum of the cost of a few \$40 000 000 battleships, seems most culpable to one who witnessed the saving of Paris and, therefore, the cause of the Allies, through the presence of the outer belt line at that city, and who likewise saw how close the port of New York came to a breakdown, due to congestion and inefficiency, during the darkest days of the war. No American would like to see repeated the predicament of Washington in 1776, when the loss of the Battle of Long Island found him with nothing but rowboats with which hurriedly to rescue his army.

Relief in all these particulars would appear to be hopeless unless some competent central governmental agency, clothed with power, shall vigorously take up the problem in all its commercial and military phases, with the determination promptly to find and enforce the application of remedies. It is idle to expect that the ship interests and the many railroads will make any substantial united progress in that direction. Under Section 500 of the Transportation Act of 1920, the duty is placed on the Secretary of War to investigate this

problem in harmony with the declared policy of Congress "to promote, encourage, and develop water transportation service and facilities in connection with the commerce of the United States, and to foster and preserve in full vigor both rail and water transportation." Along with this, it is the duty, in the interest of the country at large, of the Interstate Commerce Commission now called on to underwrite the return on railroad investments, to look into and correct matters that affect the operating expenses of the railroads which are burdened with much of the wasteful practices at the ports, from which waste, the water carriers, often flying a foreign flag, are reaping the benefit. Then, it should not be forgotten that, Americans as a people, are vitally interested in the provision of efficient ocean port terminals for their gigantic merchant marine, as to which it is the duty of the Shipping Board to take action.

Can the Society perform a higher public service than to press on the Secretary of War the need for moving promptly and effectively in accordance with the Transportation Act of 1920, so that henceforth joint water and rail port terminals shall have planned and constructed in a manner that will best serve the country from both the military and commercial standpoints, (1) wide piers for the closest possible liaison between land and water carriers; (2) the best of mechanical devices for the economical and speedy transshipment of freight; (3) unified management of all transportation facilities within the water-front and contiguous zones at each port, including a co-ordinating belt-line railway; and (4) co-operation between the trunk lines, the ship interests, and the port managements for cheapening and expediting the interchange of freight and passengers at the ports? By seizing this oppor.unity for public service now, engineers may be instrumental in forestalling the future creation of port facilities on plans adverse to the true interest of the Nation.

In order that such a movement may be started, the speaker respectfully suggests to the Board of Direction of the Society that the question of the relationship of water and rail carriers at the ports be taken up with other National engineering societies, with a view to its forceful presentation, primarily to the Secretary of War, on whom the responsibility of investigating this matter is placed by law, and, secondarily, to the Interstate Commerce Commission and to the Shipping Board.

PORT ADMINISTRATION

By B. F. Cresson, Jr.,* M. Am. Soc. C. E.

Great ports cannot reach the condition of maximum efficiency, without some central co-ordinating authority to direct them, any more than any great business enterprise. It is no more reasonable to expect that a port can develop and function properly by leaving its development and operation in the hands of transportation companies, than to expect that the Pennsylvania Railroad could be operated efficiently with a separate board of executives and a separate policy in Philadelphia, in New York, in Chicago, and in Pittsburgh; nor if that great system had separate executives to handle its line haul, yard operations, passenger business, freight business, freight-houses, and passenger stations.

A central directing body is as necessary to the proper development of ports as a body of directors to the development of a railroad system. Without either, the situation is entirely against the modern principles of business; it is uncertain in its results and not in accord wth modern civilization.

Time was in the history of practically every great port when the movement of commerce was simple; when there were comparatively few carriers, little competition, and plenty of room to expand; when commerce was attracted by natural advantages; where ships could dock and transfer their cargoes to land carriers with the greatest ease. It made little difference physically with the business of the port in those days whether docks were built, or quays or moles constructed; whether piers extended into the fairway, or whether canals were dug into the land. The important matter was to get contact between deep water and land in the easiest manner.

Before the creation of the great transportation systems, before the advent of the railroads with their powerful interests extending throughout the backlands, before the era of modern finance and business, the need of port administration as it is viewed to-day, did not exist.

In the days of ancient Tyre, land transportation was by wagon, or by skid drawn by man-power, horse, or oxen. The ships that sailed the seas were driven by the wind or by man-power at the oars. The cargo was handled into and out of the ship by men at windlasses; the situation was simple.

These conditions obtained, generally, at Venice, a great port in its prime, and at Amsterdam, which, prior to the supremacy of London, was an all-important port. These ports were laid out for sailing ships and for river and canal barges, and, even in London and in some of the older ports in Europe and in the United States, the early facilities as created were for sailing-ship service, without any thought or design for the service of railroads or of freight-handling machinery.

The situation is now far more complicated. With the advent of steam, it was possible to increase the size of ships, their speed, and their equipment. With the advent of the railroads, there arose the necessity of contact between their tracks and the ships. With the growth of machinery, a different design of port facilities became desirable. With the very many interests—financial,

* New York City.

transportation, operating, political—it has become a prime necessity to have some powerful authority to co-ordinate the facilities and the operations, and it is now an established fact that there must be public control which should extend not only over the harbor waters, but over the lands and the facilities adjacent thereto.

A modern port is made up of a multitude of different operating and administrative units. There are the transportation lines, the railroads, the steamships, the local marine operators, the river boatmen, the dockmen, the truckmen, the warehousemen, and the great financial interests directing private capital into profitable channels—all fighting for position—and not the least of these interests are those political. It seems impossible to divorce port control entirely from politics, and more than one port has suffered by political domination and by the ability abruptly and without redress to change the entire policy of its development and operation. The surest cure against political interference with the administration and development of the port is to appoint the commissioners in authority with overlapping terms of membership.

The public control by a central port authority does not mean the public ownership of port facilities. It does not mean that private investment must be converted into public holdings, nor does it mean that private initiative should not be encouraged and private money expended to produce modern terminal facilities. It does mean, however, that all these things should be harmonized by a degree of public control that will make effective a quicker and cheaper interchange between land and water carriers, will make the most advantageous use of the water-front and the waterways, and will weld the whole port into a terminal unit that will function with the highest degree of efficiency and economy.

The administration, ownership, and control of a port is not necessarily a part of the local government. There are many examples where the water-front of a city is entirely out of the control of the city itself and is under State or Government control, and, in many respects, this appears to be a right principle, as the port itself and the port facilities can be regarded in no case as strictly local facilities. They are in the service, not only of the city, but of the backlands, and, indeed, of a large part of the State and country tributary to the port.

The Port of Montreal is under the Dominion Government; the Port of Boston is under the Commonwealth of Massachusetts; and the Port of San Francisco is under the State of California.

In the Old World, London, is an interesting example of the trend of modernism in ports. For decades the greatest port in the world, handling the greatest tonnage, its supremacy was threatened by Liverpool.

The Port of London was under a number of private companies which owned the water-front and the terminal facilities and which levied from the commerce passing over the docks tolls sufficient to carry the investment and to yield a profit to the investors.

Liverpool was under a public trust made up largely of representatives of those companies using the port, and the returns from the use of the port were

needed only to meet the current expenses of running it, the interest on the public bonds issued create it, and the credit necessary to enlarge it.

After an examination by a commission and a recommendation, Parliament, realizing the necessity for maintaining the pre-eminence of London, not only created the Port of London Authority with jurisdiction over the port facilities of London, but also authorized the funds necessary to buy out the private interests and place the ownership of the Port of London under a public trust. That this has been successful need not be discussed.

In spite of the World War, London has been proceeding with its programme of creating modern terminal facilities, and under its central control of ownership and operation will develop and prosper increasingly as time goes on.

In the United States, as a rule, private interests have initiated the development of the ports. They have sought to attract and control commerce by creating good facilities. They have acquired and held strategic water-fronts, but with the development of the railroads, and with the growth of business, there has come an appreciation of the necessity for a very marked degree of public control over port development.

The waterways are the public highways to the sea, and, as such, it is to the interest of the public that easy access to them be provided. This can best be done without the necessity of paying private interests for the right of so doing.

Private enterprise, however, need not be abandoned; there is ample room for private terminal works at all the ports, and they should be encouraged. Private domination of the water-front, however, should not be permitted, but all private interests should be co-ordinated into a general plan, all lined up in their proper position, with their proper functions to perform.

This discussion would be incomplete without referring to the situation at the Port of New York.

The first ship sailed into New York Harbor nearly 400 years ago, the explorer, Verrazano, being the first known European visitor. More than 300 years ago, Hendrik Hudson sailed up the river that bears his name, and, in 1624, Albany was settled and New York City two years later.

A century ago, there were no railroads. Eighty years ago there were a few railroad lines running short distances back from the shore. The Erie Canal, commencing 100 years ago, virtually marked New York to be the country's chief port.

In 1914, more than 8 500 ships entered and as many more left the port. More than 45 000 000 tons of commerce entered and left the port during that year. More than 200 companies operate ships into and out of the port. The 12 railroads which reach it carried into, out of, or through, the port in 1914 more than 76 000 000 tons of freight. The value of the foreign commerce of the District of New York for the fiscal year of 1917, including gold and silver and foreign exports, amounted to more than $4 600 000 000.

The Port of New York lies in two States, New York to the east, and New Jersey to the west, with the dividing line down the Hudson River, down New York Bay, through Staten Island Sound, and through Raritan Bay. On one side of the port is the great city of New York which, for 50 years, has had its Dock Board or Dock Commission; on the other side, there are

fifty or more separate municipalities, and until 1921, there has been no central co-ordinating authority to aid in the development of the port as a unit.

It may be argued that this great business which the Port of New York has handled indicates the absence of any need for central control, but New York has a harbor of unrivaled excellence, with 800 odd miles of good water-front, with an absence of any tidal difficulties, and a noteworthy freedom from fog and ice.

New York in its growth and its establishment as the financial center of the New World, however, is overtaxing many of its port facilities, with the result that costs are excessive, that lack of any joint rail facilities has caused the use of a large amount of valuable water-front for rail purposes, and delays and congestion which have existed here, in addition to costs, have tended to divert commerce to other ports. New York is not selfish; it does not desire business which should go through other ports, but it aims to maintain its own position and to accommodate the commerce which would naturally flow through it by reason of its geographical and financial position.

Realizing the necessity for some form of administration that would encourage the better use of existing port facilities and the development of new ones along lines of greater co-operative efficiency, and after a careful and painstaking examination and study extending over several years, the States of New York and New Jersey enacted laws, and, on April 30th, 1921, representatives of the two States met and signed a compact or agreement, which compact or agreement created the Port of New York District, embracing all of New York City on the east, Yonkers, New Rochelle, and other communities; and on the west extending beyond Paterson, Passaic, and New Brunswick, N. J. This control extends about 25 miles to the north of the City Hall in Manhattan, about 16 miles to the east, 23 miles to the south, and 20 miles to the west.

By the same action which created the Port of New York District, the Port of New York Authority was created with broad powers, which powers can be exercised on the acceptance of a comprehensive plan by the Legislatures of the two States. This plan in conference with the representatives of municipalities, civic organizations, and transportation interests, is now being prepared for submission to the next Legislatures of two States.

This treaty or compact admirably expresses its purpose in the following words:

"Now, therefore, the said States of New Jersey and New York do supplement and amend the existing agreement of 1834 in the following respects: Article I. They agree to and pledge each with the other, faithful co-operation in the future planning and development of the Port of New York, holding in high trust for the benefit of the nation the special blessings and natural advantages thereof."

This compact or agreement between the two States has received Federal sanction by a joint resolution of the Senate and the House of Representatives in Washington, and by the signature of the President of the United States, on August 23d, 1921.

The Port of New York District and the Port of New York Authority are assured facts, sanctioned by the States and by the Federal Government; and thus, New York, the great port of the world in the volume of its tonnage and its business, has come to a realization of the necessity for port administration extending over its port district, and, in addition, will become able to handle more commerce, more rapidly, more cheaply, and more efficiently.

PIER DESIGNS AS DEVELOPED FROM QUAY DESIGNS

By H. McL. Harding,* Esq.

The purpose of this discussion is to determine the minimum width of piers whereby a constant uniform flow of miscellaneous cargoes through the pier may be accomplished without congestion.

It is generally accepted by terminal engineers that for the discharging and loading of freighters there is greater speed with economy at quays than at piers. Where there is ample room, and the physical conditions are favorable, it is desirable first to construct quays and, when more berths are required, to project piers. For an equivalent time-transferring capacity, a quay will require an investment of much less than half that of a pier.

There is more or less uniformity in the plan design of quays for ocean and Great Lake freighters. Each quay unit of a quay terminal is a little greater in water-frontage length than the longest vessel that may berth there. For ocean freighters this may be taken as 700 ft.

For each 700 ft. of quay length, the superstructure facilities consist of railway tracks, dray ways, paved, open dray areas, two sheds, overhead cranes with traveling conveyor hoists, and various surface carriers.

On this quay unit of 700-ft. length, the two sheds, each 200 ft. long, are placed, leaving 100 ft. of space at each end of the unit and 100 ft. of open space between the sheds. These sheds have a temporary holding capacity of 600 000 cu. ft. gross and 400 000 cu. ft. net, and are covered working areas, only for assortment and distribution, freight not removed within 48 hours being transferred to the warehouse.

It is necessary to have a supporting warehouse into which the goods may be placed at the expiration of 48 hours, the expense of moving to be charged against the goods.

Quay units may be taken as 150 ft. in width which is divided as follows: From the edge of the quay wall to the shed is 50 ft., with two railway tracks; then the shed, 50 ft. wide; and 50 ft. to the rear of the shed, with three railway tracks, making in all five railway tracks per unit. The outer 25 ft. in front of the shed is for dray ways and ship-side approaches and the remaining 25 ft. for the two railway tracks. The width of the shed may be increased to 70 ft., but, with steam railway practice, the narrower width is preferable.

The roof surface which is used chiefly for transfer and not for storage is of sufficient strength to sustain a load of 250 or 300 lb. per sq. ft. and is of sufficient height to admit of 20 ft. of tiering. Racks are often used in high tiering. At Manchester, England, freight is tiered as high as 40 ft. On account of the tiering which is done by overhead cranes and traveling electric hoists and tiering machines, it is necessary to reserve less floor space for longitudinal and transverse movements, than where there are chiefly floor movements. The expense and time for long horizontal floor movements are greater than for short mechanical vertical movements. There are a number of fixed overhead crane tracks perpendicular to the length of the shed and

* New York City.

on these and on the movable cross-tracks travel overhead hoists. These traveling hoists may be operated either from cabs or from the floor.

To the rear of the sheds the three railway tracks are spanned by gantry cranes similar to those in the front of the shed, unless warehouses are constructed, in which case standard bridge cranes supporting revolving gantry gib cranes would be used.

In the 300 ft. of open space on this 700-ft. length of quay is placed bulk freight, lumber, steel girders, and freight which is not affected by the weather. It is not desirable that such freight should pass through the transit shed, or that the expense and delay of lightering or of moving the ship to another berth should be incurred.

Similarly, in other mixed cargoes of which the greater part may be out-of-door freight, an open quay has been deemed necessary, even though there may be quite a volume of general merchandise for which there must be a rehandling. By the use of the open spaces described, the necessity will be obviated at a public terminal of open quays especially where the cargoes are generally composed of different commodities. Greater speed and economy can be obtained by utilizing these open spaces instead of sheds. There are also fire-risk advantages in not having the sheds continuous over the whole area.

The warehouses of which there may be a large number are not included in the quay unit width, although they are indispensable to any successful terminal.

The aforesaid plan description and the enumeration of the mechanical and other facilities of the quay unit are given in order that it may be understood how the pier is derived from the quay.

The capacity of the quay unit should be measured not by the storage capacity of the unit shed and open spaces, but by the rate of flow of the freight through the unit. The reservoirs for the storage of goods are the warehouses, not the transit sheds. The rate of flow is preferably figured by cubic feet per unit of time, hence the rate of flow is controlled by the volume, not by the weight totals.

A 7 000-ton ship has a net registered capacity of 700 000 cu. ft., or 100 cu. ft. per ton. This 100 cu. ft. per ton is taken as the unit of flow measure instead of the 40 cu. ft. per marine ton, which is much below the average of general merchandise. The 100 cu. ft. per ton is chosen to cover average maximum conditions.

To determine what maximum rate of flow may be required, this 7 000-ton ocean or Great Lakes freighter may have five hatchways or continuous openings. Each hatch will have two winches and in some cases four winches and two cranes. There will be, therefore, ten winches and ten cranes for each ship operation.

The function of the ship's winches is to draw the freight from between decks above the upper deck, where the draft is burtoned to the hook of the fall rope of the gantry crane and swung by the crane to the shore. In loading the ship, winches are used in stowing.

For example, assume a low average of only 60 cu. ft. per draft (1 200 lb.) in discharging and 60 drafts per hour per crane, which would be 36 000 cu. ft. per hour, making 360 000 cu. ft. per day of 10 hours, or 720 000 cu. ft. with two shifts. Although this 60 cu. ft. per draft may seem to be a low average, it is desired to make the estimates conservative.

There is a net holding capacity in both sheds of 400 000 cu. ft., or about 1 day's flow from the ship, and, in addition, about 250 000 cu. ft. in open spaces for coarse freight. The 650 000 cu. ft. makes a wide and deep channel for the flow. To prevent congestion it is necessary, however, that a portion of the day's flow from the ship be kept moving as much as possible continuously through the shed.

A certain quantity of the inbound cargo will be discharged over the offside of the ship on harbor craft, another portion may be placed directly on cars or other land carriers, and some also will go directly into the warehouses.

The volume of each draft might be taken as 80 cu. ft. instead of 60 cu. ft. There will be variations due to the character of the cargo, but from 60 to 80 cu. ft. is a fair average.

It is evident, however, that provision must be made to care for a flow of from 36 000 to 48 000 cu. ft. per hour, or 360 000 to 480 000 cu. ft. per day of 10 hours.

This, however, represents the flow capacity for only one ship at this berth; hence, the quay dimensions of 700 ft. by 150 ft. should take care of the flow of from 360 000 to 480 000 cu. ft. in 10 hours, but with little surplus capacity.

If sheds have less height and a greater floor area, there should not be a gross capacity of less than 600 000 cu. ft. In order that the freight movements of lifting, tiering, and depositing within the covered areas may be done mechanically, one story is preferable to two, since there will be required only one overhead installation of machinery, while there would be two for a two-story shed, besides twice the superintending force. Where there are two or more stories, much of the transferring and handling is performed by manual labor.

At Manchester, England, the sheds have a clear height of 50 ft., which with the same ground area would give a capacity of 1 000 000 cu. ft. Freight can be taken down and transferred to any portion of the Trafford Estates (Manchester) for 12 cents per ton, which denotes great speed of movement.

Different figures may be deduced, but those mentioned will form a fairly close average for high speeds of transference and handling by machinery. Sufficient cranes and traveling hoists can be provided to keep up the flow from the gantry jib cranes. If, however, back of this quay there should be dredged a waterway and a berth provided for another ship of similar capacity, there is no doubt but that so much cargo flowing on this 150 ft. of width from the ships would result in delay, congestion, and the too often unnecessary detention of the ship.

Also, it is evident that on a pier only 150 ft. wide and 700 ft. long, in the accommodation of two ships, one would be far too narrow for rapid and economical conditions. The 150 ft. therefore, may be regarded as the minimum width of the quay for one full-length ship.

If two sections of a quay, with all facilities and equipment, are placed back to back giving a width of 300 ft., results could be obtained from this pier which would be nearly equivalent to those obtained from two quay sections each 700 ft. To express the plan in another way, one quay section may be regarded as bent back of another quay section, each constituting one-half of the 300-ft. pier.

On a two-unit pier of 1 400 ft., it is evident that there should be four quay sections each 700 ft. long, two sections on each side of the pier, but that each working-pier-berth-section should still be 150 ft. wide.

It is evident that because the freight of the outer sections of the pier has to pass between the two inner sections, an additional strip in the center of the pier may be required. This strip may be of sufficient width for three additional railway tracks, based on the supposition that the six inner tracks of the 700-ft. pier are designed to be worked to capacity. Railway operators know the necessity and great advantage in having ample trackage, but 300 ft. is often of sufficient width for a two-unit pier.

It is to be feared that where in the past the piers have been too narrow, there will come an era when they will be too wide, regardless of the value of the water-frontage or of the investment required.

The following conclusions may be drawn from this discussion:

First.—Whatever the determined minimum working width of a one-unit quay section of one berth and with the capacity and facilities for one full-length ship may be, the pier for two ships should be double the width of the quay and have double the facilities.

Second.—It is desirable to have railway tracks and dray ways in the center of the pier to the rear of and between the sheds, as well as between the sheds and the water's edge.

Third.—Where a pier is several units in length, and provision must be made for through freight movements between the land ways and the outside units, such increase in width should be designed to be in the central space of the pier.

Fourth.—A pier may be regarded as two sections of a quay with all facilities, bent back to back.

DISCUSSION ON NATIONAL PORT PROBLEMS

By Messrs. William H. Adams, Arthur M. Shaw, T. F. Keller, Harwood Frost, L. F. Bellinger, John H. McCallum, Frank W. Hodgdon, M. G. Barnes, Nelson P. Lewis, and T. Howard Barnes.

William H. Adams,* M. Am. Soc. C. E. (by letter).†—The Great Lakes-St. Lawrence Tidewater Association is an organization of formal State commissions, created by Legislative enactment in the States for which the Great Lakes form the natural outlet. Its work is the organization of public sentiment and the creation of public demand that this improvement be made, by means of the assembly and dissemination of information as to the work involved and the advantages which will accrue to the nation and especially to the Great Lakes region. Its power is being derived from the rising pressure of public opinion which is being moulded, not by oratorical fireworks, but by a carefully planned campaign in which the ammunition consists of technical facts, presented in logical order to the world of business and trade. A large part of its work is being done through chambers of commerce which, to-day, are the most effective means by which business men can get action in public affairs.

In 1919 the President of the Detroit Board of Commerce was appointed on the Michigan State Commission and early the same year the Detroit Board constituted a new committee of the Board designated "The Inland Waterways Committee". The writer was asked to assume the chairmanship of this Committee and to form a working committee from the Board's large membership of more than 6 000 business and professional men. As formed, this Committee included engineers, transportation men, real estate men, and plain "business" men.

It was early seen that there would be an immediate connection between the National project for the opening of the St. Lawrence River to ocean navigation and the local problems involved in organizing the Port of Detroit to take care of world commerce. Accordingly, studies were begun and publicity planned to prepare the city for this phase of the matter. In the fall and winter of 1919-20 a series of articles was run in the *Detroiter,* the organ of the Board of Commerce, reaching its membership and also the business centers of other American cities. This series also appeared simultaneously in the *Michigan Manufacturer and Financial Record,* a financial paper with State-wide circulation. These articles described the development of port facilities in other harbor cities, including lake and world ports. They were carefully prepared and intended to be technically correct, but were written for the business man. They emphasized the business aspect of the work. They told of the relative importance of the "hinterland" as a possible market, and gave records of commerce running back several years. Where available, figures on the cost of port development were given, and comparisons were freely drawn with the facilities for commerce at Detroit. This series ran for about six months. The articles were illustrated, to some extent, and were widely copied in trade publications and

* Detroit, Mich.

† Received by the Secretary, August 31st, 1921.

house organs. They inspired frequent editorial comment in Detroit and Michigan newspapers.

Sandwiched into this series was the National publicity for the St. Lawrence Project. All National meetings, conferences, and conventions were carefully reported. Each such event is in large measure a repetition of former meetings, that is, little that is new is brought out at any one conference, although the general mass of data may be constantly augmented. What is generally missed by the engineer is that, while another meeting may not bring out any new data, it has afforded a new opportunity for some one to express an opinion, or for a community or organization to take sides, consciously or otherwise. The data may not be, but the promulgation of it is, news, every time it is done.

Faithful following out of this principle results in much repetition of the same or similar information, but it is probable that each publication reaches some new readers. It is a well-known fact, moreover, that the average reader pays only partial attention to what he reads. If a certain address were to be given in ten consecutive weeks, a new press story could be written each time. The curious fact, to the engineer, is that the general public by no means realizes that it is the same address or even the same set of arguments. Only a small part of one's audience interests itself in "arguments" anyway, or could tell why it believes as it does. About all the average man on the street gets out of a press story is that "the well-known Mr. So-and-So addressed the Blank-Blank Society last night on 'Port Improvements at Detroit' ", and he says to himself, "What a wide interest there is being created in this matter. There must be something in it." Then, he begins to talk about it, and what is more important, he begins to study how it will affect his own future and, in Detroit, he lays plans to acquire some of this water-front while it is cheap, "which will certainly be valuable", he says, "when these hopes are realized". He finds that some of his present interests will be improved by increased commerce and straightway becomes a booster for the proposed enterprise, although he actually knows little about it that would interest an engineer.

In the spring of 1920 the Board of Commerce began an investigation covering in exhaustive detail the actual interest Detroit and Lower Michigan would have in the proposed ocean route. This involved a considerable personnel of field and office workers under a paid secretary and its results were embodied in a book "Detroit and World Trade".* This volume is actually Detroit's brief for the opening of the St. Lawrence River, and was presented at the hearing before the International Joint Commission in October, 1920.

During the summer of 1921 an important Conference on the St. Lawrence project was held under the auspices of the Detroit Board of Commerce. It was attended by representatives of cities and States from all over the country. A three-day programme was presented, almost entirely technical, covering all phases of the subject. The work of this Conference received wide comment, nearly ten thousand columns of press accounts being noted within the ensuing months. Favorable public sentiment was aroused to a marked degree. This Conference was followed by a storm of requests for speakers at public and semi-public functions throughout the State. Boards of trade in other cities

* Copy on file at the Headquarters of the Society.

called for addresses; the University of Michigan put on a lecture in its summer school; civic clubs, Rotary Clubs, Stationary clubs, women's clubs, engineering societies, labor unions, lodges, and churches—every organization which so multiplies—and divides—the activities of a large city, clamored for speakers.

Each such event was heralded in the press; each one furnished "copy" for a press story afterward. Of course, an effort was made to fit the presentation to the audience. The appeal to real estate men was not the same as the lecture to public school audiences. Such a subject has so many phases, however, that little difficulty is had in adapting the subject-matter to the time and the place.

Following this July conference, it seemed evident that public sentiment was sufficiently aroused so that the main project could not be seriously delayed or blocked. It was decided, therefore, to form a new group for more intensive study of local conditions. In preparation for this phase, the writer attended the Chicago Convention of the American Association of Port Authorities, contributing an address on "Detroit's Port Problems", which was widely printed in technical and business journals and, including illustrations, was generally published in the Detroit press. The new Port Development Committee of the Board of Commerce was formally constituted in January, 1921, with the writer as Chairman, and a small working committee. Engineering societies and the many business clubs of the city were invited to form their own port development committees, the chairmen of which would be invited to serve on the Central Committee of the Board of Commerce. In this way, the interesting discussions of the Committee were carried back to the other groups of business men.

The work of the Port Development Committee during 1921 has been largely clearing the ground for action. An "Act" to create a Joint Port District, including Detroit and a number of down-river municipalities, was drafted and made the subject of several conferences attended by representatives of all the districts involved. This was accompanied by much press comment, the "Act" being printed in full in most cases.

It was early found that constitutional provisions would prevent the organization of such an inclusive port district, and work was begun on a constitutional amendment to remove the ban. With much attendant press comment, this was pushed through the Legislature, at Lansing, and the campaign for ratification is now on. Work is also in progress on a comprehensive "Act" to incorporate the Port District of Detroit, looking ahead to the next session of the Legislature in 1922.

The interest which has been created is so great that there is constant pressure for more news stories and interviews from the press. The Port Development Committees of Detroit are probably averaging at least a column a week in the principal dailies of the city and State in support of port improvement and the Lakes-to-the-Sea Project.

At the request of the Detroit Board of Education, and following a lecture before the assembled principals and assistants of the public schools, a small textbook is in preparation for use in the Seventh and Eighth Grades and in

the High Schools. Debates are encouraged in High School circles, and data on both sides are supplied to contestants.

In conclusion, it should be mentioned that both Committees have had the aid of Mr. Tom L. Munger, a veteran newspaper man and writer, as Secretary. He can find "news" in what is to an engineer the baldest statement of well-known facts. Many of the simplest facts of engineering are absolutely unknown to the public. They only need to be related to some subject which has for the moment the public interest, and to be discussed in an interesting way to become "news", not once simply, but over and over again, as long as the public is still interested in the subject to which they may be, temporarily, related. A technical article, written for the engineer and published in an established technical magazine, will appear once only, be read and filed by a few engineers and forgotten. If written for the general reader and published in the daily press, or in business publications, it will be read by thousands and reprinted for weeks and months. It may become the source for numberless stories by "hack" writers to appear in quasi-technical publications for years. An address by the writer, delivered nearly a year ago, is this month (August, 1921), being republished in a British magazine on the other side of the world.

Finally, newspaper space should not be undervalued. One is tempted to value only the front page as worth while, but, from long experience, it is evident that even the smallest inch of space on the least important page of the daily paper, is read by thousands. There has never been mention of the Port Development work in the daily press, even in the most casual manner, which has not been brought to the writer's attention by readers, many times.

Even the foregoing discussion, void as it may seem of interest to the general reader, will be the subject of paragraphs in the press calling attention to the need of Port Development in Detroit, the fourth city in the United States.

ARTHUR M. SHAW,* M. AM. SOC. C. E. (by letter).†—In this discussion a far-sighted policy is advocated, of including in port plans, provision for "secondary" works such as railway terminal and classification yards, belt-line connections, warehouses, etc., and an attempt is made to show that such facilities, operated as a part of the port works, will assist in avoiding congestion and reduce the delay of railway equipment and of ships.

Three cases are cited by the writer, which show lack of space for such facilities as are suggested, one representing the maximum in present American port development, one presenting more nearly average conditions, and a Central American port which is just beginning to be a factor in world commerce. These three specific cases are chosen as representing conditions which may be found in most American ports.

For commerce to achieve the highest possible degree of efficiency and the greatest growth, facilities must be provided for the prompt, economical, and orderly transfer of commodities from the point of origin to the point of destination. In an effort to improve conditions, a study of the causes of delay, excessive cost, and confusion is most illuminating. Such conditions

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* New Orleans, La.

† Received by the Secretary, September 8th, 1921.

are not especially apparent during periods of normal or light business, but become painfully obvious when an unusual or abnormal demand is made on transportation systems and port works. The war period was, perhaps, too abnormal to serve as a safe index, but the failure to achieve either speed, economy, or orderliness in the handling of the domestic and foreign commerce of the United States during the year that followed the signing of the armistice, would indicate that a study of the underlying causes of the most glaring defects might now be profitable.

The most obvious causes of delays to American commerce during past periods of unusually heavy business may be given as follows:

1.—Limitations of inland transportation systems, due to shortage of rolling stock and other causes.
2.—Congestion at terminals.
3.—Lack of wharfage and lighterage facilities.
4.—Shortage in the supply of ships.

As it is understood that this is to be one of a number of discussions, each of which will deal with some phase of port development or ocean commerce, the writer will confine himself to a discussion of the second point mentioned, although it is apparent that this has a direct bearing on each of the other three points. For the purpose of illustration, as already stated, three ports have been selected, representing what may be considered as the extremes and the mean of American port development, namely, the Ports of New York, New Orleans, La., and Puerto Cortez (Spanish Honduras). New York is far in the lead of all other ports of the New World in volume of business handled, and the list of commodities passing through this port includes practically every article used by civilized man. New Orleans is the second port of the United States in volume of business, but more nearly represents conditions as they exist in a dozen other ports of approximately the same rank. Its business is largely in agricultural products and in oil in bulk. Puerto Cortez has served as a port ever since the landing of the Spanish conquistador from whom it derived its name, but, until the last few years, it has not been prominent commercially.

At each of the ports mentioned, there has been serious congestion at times of heavy demands or there is evidence that such a condition will arise before any great increase in business handled may occur. Most great ports are the product of years of evolution, and any re-designing to meet new conditions must be made subject to the limitations imposed by existing improvements, many of which are not directly related to the functions of a port. On this account, especial (and usually expensive) methods are necessary to secure room for expansion and for the construction of auxiliary port works.

The following is a description of conditions which particularly affect expansion at each of the ports mentioned, with suggested means for overcoming some of the existing or prospective causes of congestion.

Port of New York.—This port has a great water-front, a spacious and well-protected harbor, and some of the most improved facilities for the storage and handling of cargoes. Tributary to the port are some of the most highly

developed transportation systems of the world and, still, extreme congestion at the terminal yards, warehouses, and wharves occurs at times of heavy movement of freight. If additional facilities could be provided for handling rail shipments and for the temporary storage of goods awaiting transportation, a great saving in handling would be effected and the lay-over time of railroad equipment and of ships would be reduced. This increase in facilities would include a belt-line railway connecting with as many trunk lines as practicable, railway classification yards, warehouses with both rail and water connections, and possibly sites for certain classes of industries which can be operated to the best advantage in the vicinity of large centers of population and convenient to facilities for inland and ocean transportation.

Along and near the water-front of New York City, there is no tract of land now available for such development as proposed herein, but, disregarding arbitrary State lines and considering as a logical part of the Port of New York, all that territory which might be used to advantage in the development of the port, there is still available (as far as any prior use is concerned) great areas of land almost ideally situated for the improvements suggested. These lands are known locally as the Jersey Meadows. The writer is not posted as to their present ownership, although it is assumed that they are controlled by individuals or private corporations and that, under proper procedure, they could be acquired for the purpose of public improvements. It is true that the utilization of these areas for the purposes mentioned would require certain improvements such as drainage and protection works, but no engineering problems would be involved, which have not been solved in a number of similar instances. These improvements will doubtless include the erection of levees to prevent tidal overflow, the cutting of diversion ditches to care for the drainage of adjacent high lands, the construction of a complete artificial drainage system (including sub-drains and pumps), and the filling, by hydraulic dredging, of certain limited areas. The drainage and protection of the City of New Orleans, and of various agricultural reclamation projects in the tidal swamps of Lower Louisiana, may be cited as successful examples of artificial drainage under similar conditions, although both the height of storm tides and the rainfall of the Gulf Coast section greatly exceed those of the New York district.

It may be of interest to note that, during certain years, more has been spent per acre in some counties of New Jersey in an effort to control the mosquitoes in the swamp lands than is required for the maintenance of drainage and protection works of a well designed Louisiana reclamation project. As an incident to the utilization of the Jersey Meadows for the purposes mentioned, a permanent solution of the mosquito problem would be reached.

Port of New Orleans.—The congestion at this port has not become as acute as at New York but, in many ways, the problems are similar. The Mississippi River serves as a natural harbor and affords deep-water wharfage for many miles along the city's front, but the demand for additional space is already insistent. The growth of the city was first along the river banks, and existing improvements make the cost of extensive port developments to the rear almost prohibitive. Partial relief will be afforded on the completion of the new

"Inner Harbor Canal" which connects, by locks, with the river and which will add about 11 miles of water-frontage to the harbor. A strip 1 000 ft. wide, along each side of this canal, and extending for the greater part of its length, has been acquired for port purposes, but no provision has been made for securing additional lands which will be required in the efficient operation of this element of the port.

The 1 000-ft. strips referred to should be used for wharves, wharf sheds and warehouses, and for delivery tracks, but, supporting these facilities, should be distributing yards and other improvements of the nature of those suggested for the Port of New York. Adjacent to the canal are many acres of unimproved or slightly improved lands which could be acquired at this time at a cost that may be considered negligible in comparison with their ultimate value to the port. The city is now served by a publicly owned belt railway which could be extended to afford all the service required for this new development.

Unless a far-sighted policy is adopted, which will provide for the early acquisition of vacant lands in the vicinity of such cities as New Orleans and New York, for the purpose of port development, it will be only a few years when other interests, not directly concerned in commerce, will secure control of the most favorably situated tracts and make more difficult the improvements which are so obviously required.

Port of Puerto Cortez.—This is a port now "in the making", although local tradition maintains that it was the first continental port of call of the Spanish conquistador, Hernando Cortez. Until very recently, the port facilities consisted of a commodious and safe harbor, a decrepit timber wharf, and a single-track railway leading to the interior of the country. Recent improvements include a reinforced concrete wharf, steel wharf sheds, mechanical loading equipment, and a convenient system of tracks for making rail delivery to ship side.

The Cuyamel Fruit Company operates from this port and has been instrumental in securing the improvements mentioned and also, with the co-operation with the Government of Honduras, is fostering a varied development of the interior. At present, it is probable that bananas form at least 90% of the exports from this section of the country, but it is realized by those who are most interested, that a business built up on this one commodity is standing on a slippery foundation, and a substantial increase is now under way in cattle raising, sugar plantations, and general farming. It is reasonable to expect that within the next few years, the present facilities of this port will be outgrown. Ample opportunity exists for the extension of the wharves along the harbor front, but of the "hinterland", there is none.

The Town of Puerto Cortez is built along a single street which occupies the crest of a ridge of beach formation. This ridge carries the track of the National Railway of Honduras, a footpath on each side of the track, and, in a few places, is wide enough for buildings fronting on this "street", although most of the buildings rest on made ground or on "stilts". Street traffic is confined to pedestrians, wheelbarrows, and such vehicles (railway velocipedes, push-cars, etc.) as can be run on the railway track. There are no saddle or draft animals in the town.

Back of this strip of high ground is an "impenetrable" swamp, the word "impenetrable" being used in its ordinary sense which is generally understood as not applying to exceptionally hardy explorers or to almost any engineering party. The problem of expansion of the secondary port works and of the town itself can be solved only by the reclamation of adjacent swamp lands, as has been suggested for the Port of New York.

In each of the ports described, the need is shown of additional space for handling present business and for future growth. Exact parallels will not be found in other localities but it is believed that, in general, the problems are similar and that their early solution will contribute to the upbuilding of American commerce.

Unless their transportation systems and ports can be relieved of unnecessary handicaps, Americans cannot expect to compete successfully in the handling of the world's commerce. Obstructions not only affect adversely the American merchant marine, but also hinder the development of American industries and will constitute a real menace to American armies in time of war.

T. F. Keller,* Esq. (by letter).†—The question under discussion, "National Port Problems", is one, which when studied from the standpoint of one interested in the improvement of the water-front of the City of New York, brings forward the thought that that water-front is a National port problem. The volume of its business and its close relationship with the remainder of the United States makes the problem a National one.

The City of New York has laid down a comprehensive plan for the development of the Port of the City of New York. There has now been advanced a plan, and the initial steps are being taken, to construct a tunnel under the Narrows, between the Boroughs of Richmond and Brooklyn. When completed, this tunnel with its rail connections, will effect the entry of all the transcontinental lines into the Stapleton Development with its 2 000 000 sq. ft. of pier space and 26 000 lin. ft. of berthing space for overseas steamships, will also open up for intensive development the magnificent Jamaica Bay, and will actually bring the railroads to the ocean.

On the northern side of the city, Flushing Bay will be thus made ready for development, and the wisdom and necessity of deepening Hell Gate to 40 ft. at mean low water will have been proven. Incidentally, connection will be made so that the vast undeveloped shores of The Bronx, along the East River, will attract attention for steamship and industrial purposes.

This tunnel and its necessary connections will bring the railroads through the heart of the Greater City, will open for development the outlying sections, all on deep water, and will serve for all time to show that the City of New York with its responsibility to the Nation has not been remiss in developing its resources.

At present, the city has about 85 miles of berthing on the sides of piers. It can be said, without fear of successful contradiction, that the proposed tunnel, with its necessary rail connections, will add a similar amount of

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* Chf. Engr., Dept. of Docks, New York City.

† Received by the Secretary, September 6th, 1921.

berthing to its facilities, bringing sea and land together, and when served with all the cargo-handling equipment demonstrated to be necessary and efficient, the City of New York will have played its part in solving the "National Port Problem."

The stimulus thus given by the premier port of the world cannot but help in urging water-front development of other American ports to the end that the rivalry created will place all these ports on a high plane of efficiency and will solve the National port problem.

HARWOOD FROST,* ESQ. (by letter).†—The writer will discuss herein only one of the many topics that come under the subject of "National Port Problems", namely, the necessity of the conservation of labor at terminal ports.

The term "conservation of labor" rather than "saving of labor", is used, as the mention of labor-saving is too frequently and too generally associated with the dismissal of men, the reduction of the force; and, as a consequence, the introduction of so-called labor-saving devices in any kind of a plant has been bitterly opposed by "Labor" under the mistaken idea that their use would deprive many of the men of their jobs. Facts, however, have not borne out this idea, but rather the reverse, as has been fully demonstrated by the history of printing as affected by the development of the linotype machine, and of many other industries as affected by similar time and labor-conserving equipment.

In the past when labor was plentiful and cheap, it was bought and sold as a commodity, with little thought of its conservation in the manner of the conservation of National resources, such as water power, forests, fuel, etc., and as little consideration was given to labor by the nation generally as an important part of its resources. "Labor" looked on mechanical material-handling appliances as enemies, and their introduction was always accompanied by fears of strikes or other labor troubles. With an increasing scarcity and cost of common labor, however, a feeling is developing that such machinery may be looked on as an ally, a means of reducing the drudgery of the laborer's work, of conserving his strength, of increasing his efficiency and enabling him to earn a greater income, thus, in turn, improving his social position, giving him a greater buying power in the commercial world, and generally elevating him to a higher plane of citizenship.

The problem of labor has always been closely associated with the equally important problem of the economic handling of materials; the two problems are of most ancient origin and go hand in hand. There is no doubt that the transport, lifting, and placing of the huge blocks of stone used in the construction of the great Egyptian Pyramids presented serious problems to their builders, or that serious problems were also presented to the builders of the wonderful aqueducts, temples, roads, and other monumental works of Rome and Greece. Yet, with only a rudimentary knowledge of mechanics, and by the use of the simplest mechanical devices, such as the lever, wedge, pulley, etc., those problems were met and successfully overcome. Go as far back as one will into the historic and prehistoric past, and evidences of these associated

* Chicago, Ill.

† Received by the Secretary, September 7th, 1921.

problems of labor and material handling are found. These problems have ever existed; their solution has formed the basis of comparative civilization; they have had their effects on history, on society, on industry; they have been the determining factors in wars, and have made and unmade nations; and they have regulated commerce on sea and on land.

The same problems of labor and of methods of handling materials still exist. They seriously affect the daily lives of the people; they make for success or failure in industries; and they regulate the prices of commodities. These problems have always existed; their solution only is different. The ancients solved their problems by the use of vast numbers of slaves, and time was no object. There was no thought of the conservation of anything. So with Americans, when labor was plentiful and inexpensive, there was waste and little thought of it as a commodity of value, to be conserved. With the tremendous drafts on the manufacturing and labor resources of the United States caused by the World War, together with congested terminals and transportation difficulties, however, the people were brought to a conscious realization of the value of labor as a basic commodity and, also, that in the utilization of labor-conserving machinery for handling materials, Americans had not kept pace with other countries. In order to keep costs within limits that would leave a fair margin of profit, whether in the handling of goods through a marine terminal or through a manufacturing plant, it was found to be absolutely necessary to conserve the available labor supply and to raise the efficiency of the man-power by the most extensive possible use of mechanical appliances.

Through the necessities of their overseas war operations, Americans have suddenly developed into a more or less maritime people; they have greatly increased the number of their terminal ports; they aim to see the American flag flying on American ships in all parts of the world; in short, the war forced them into the business of ocean transportation and they now desire to compete for the world's trade against older and more experienced maritime nations. They, however, continue to ignore at their terminal ports the very methods and practices that brought about the efficient and profitable operation of foreign ports, and this in the face of the fact that these same foreign ports are gaining a certain amount of their maritime strength and advantage at the expense of Americans, that is, by the use of large quantities of time and labor-conserving equipment produced by American brains and industry. America has invented, and manufactures more modern freight-handling machinery than any other country in the world and uses comparatively less.

There are a number of reasons for this condition, which it is not the writer's purpose to discuss; he desires, however, to trace briefly one of the results of the condition. The waste in labor at American terminals in the handling of freight has been said to be more than $400 000 000 annually—it may be more or less, but, in any case, the figure is sufficiently high to warrant consideration and to impress one with the magnitude and importance of the problem of this wasted effort. This $400 000 000 of wasted effort may be looked on as representing at a fair rate of interest, a labor capital of $8 000 000 000 tied up by American terminal inefficiency; but, also, consider

that, in the passage of goods of any kind between producer and consumer, through the hands of jobbers, wholesalers, retailers, etc., any item of waste is multiplied by each middleman in just the proportion he increases his selling price above his cost, and that a waste at the source will cost the ultimate consumer about four and one-half times the original waste. On this basis, the $400 000 000 of unnecessary terminal waste would increase the cost of goods to the ultimate consumer by nearly $2 000 000 000. Further, since the finished product of one concern is very frequently another's raw material, the cost of production to the second concern is increased by the multiplication method with every handling, just as the price of commodities is to the consumer. This progressive increase in the cost of wasted effort most certainly has a serious effect on two of the most important problems of the day—the cost of living and the cost of production.

It is evident, therefore, that in the handling of the hundreds of millions of tons of miscellaneous freight which flow through the port terminals of the United States, wasteful methods add to the burden of the consumer, while quick and efficient methods reduce this burden.

The general public, however, does not seem to understand this. There are many men, business men, handlers of the essentials of life, as well as the consumers, who fail to comprehend why they should be interested in the terminal affairs of New York, New Orleans, or Seattle. They readily accept an increase in price said to be due to increased labor costs or increased freight rates, but they do not seem to realize that anything which affects handling costs in any one of the large terminals, or of goods anywhere in storage or transfer, becomes a matter of direct concern to each and every one of them, because they have not given consideration to the close and vital relations that exist between general business welfare and transportation service, that is, the various factors involved in the distribution of commodities. Nor do they realize the fact that whenever the cost of any single element of transportation, such as the unloading of boats, piling, or otherwise moving, of goods in storage, or the loading of trucks, rises above a fair normal level, it becomes a tax on business generally, and the ultimate consumer must pay for it.

The elimination of wasted effort in the handling of merchandise at terminal ports is a matter of public concern, it is a problem of the whole people; it is a National problem, affecting every one, in every locality, in every station of life. This burden of unnecessary taxation and waste cannot altogether be eliminated, but it can be materially reduced by the substitution, whenever possible, of machines for men, and thus by reducing this "cost of lifting", the "cost of living" also will be materially reduced. Any general reduction in the cost of moving goods through the terminals is certain to have its effect along the entire line, and the general public, like the ultimate consumer, is certain to share in the savings, as neither the middlemen, nor the transportation companies, nor any other single interest, can appropriate it all.

L. F. Bellinger,* M. Am. Soc. C. E. (by letter).†—There has been much in the newspapers recently concerning the old DeWitt Clinton train with its

* New Orleans, La.

† Received by the Secretary, September 9th, 1921.

diminutive locomotive and passenger cars of about one-twentieth the weight and capacity of those of the present. This train is really interesting to the present generation, because of the small size and small capacity of the passenger coaches and freight cars, namely, twelve passengers per passenger car inside, and only a few thousand pounds per freight car. At present, it would seem to be impossible to develop economical transportation with the numerous carriages of the DeWitt Clinton size required for a given volume of freight. There are many indications, however, that the container or the original package is to be reduced to approximately the size of the DeWitt Clinton freight car. Steel containers of approximately this size are used in the Warrior River Barge Transportation Service, and wooden containers are used to some extent on the railroads. These containers are taken from barges, lifted bodily by derricks, and placed on flat cars which make rather economical the interchange between barge and railroad train. Especially in less than carload lots, freight consigned to individuals is easily stored in these cubicles. If their total weight is limited to about 5 tons, the entire cubicle can be lifted from the flat cars and placed directly on the ordinary 5-ton automobile truck, delivered to the consignee, unloaded, and the container returned to the railroad.

The economical handling and storing of these cubicles is a matter of detail. At present, much of the package freight is unloaded by ordinary hand trucks, which will carry from 50 to 500 lb., from the freight car to its proper place in the freight-house, thence by hand trucks to automobile trucks, thence to the consignee's storehouse. As now used, the cubicles, with proper design, can be handled by motor-driven piling and stacking machines, carried from the freight car, and placed wherever desired in the freight-house if the cubicle is placed on skids in such a way that the stacking machine can take hold beneath. With the cubicle and the motor-driven stacking machine, one man can handle 5 tons on one trip as against the ordinary 500 lb. maximum with the hand truck.

The devices outlined make for cheaper transportation from point of origin to ultimate destination to the consumer. Heretofore, the effort has been made to reduce the cost of rail transportation per ton-mile until the ton-mile cost in the United States is reduced to its lowest limits, provided the large and expensive freight cars are fully loaded. By means of the cubicles a cheaper freight car is used, namely, the flat car, and the cost of transportation, especially through the freight-houses, is very much reduced.

The connection between the preceding discussion and the increase of port facilities in the United States is not at once apparent. Just as the intention in the past has been to reduce the cost of freight per ton-mile, so the intention of port engineers in the past has been to have a port which would be capable of easily receiving the largest deep-draft steamers that have been built. In order to accommodate these much advertised maximum sized ships, each small port has dreamed of increasing its facilities so that a ship of maximum size could lie at its wharves and, in the immediate future, rival New York in its commerce. It is believed that the time has come to take up the question of the use of the shallow ports of the globe, to utilize them for the benefit of the

remainder of the world to distribute the traffic which is now so concentrated in the deep-draft ports, and thus to reduce the cost of package handling which results in excessive terminal charges and adds so largely to the total cost of distribution paid by the ultimate consumer.

It is well known that the cost during the time a ship is in port is a very material fraction of its cost of operation. It is also well known that any reduction of time in port adds materially to the earning capacity of the ship. To a certain extent the smaller the ship the shorter is the time to unload and the less idle time is necessary in port. Reduction in the size of the ship can be carried so far that the demurrage is small, but the earning capacity of the ship while in transit reaches the vanishing point. On the other hand, the very large ship wastes so much time in port and, at present, requires so long a time to secure a full cargo that the ship of maximum size is now a losing proposition, which is also true of the very small ship.

There are numerous landlocked bays and harbors in the world, which will permit, with very little or no development, barges and ships of drafts of 10 ft. or less. These harbors were of value about the time of Columbus, or earlier. At the present time, they are unused because of the lighterage costs which occur in handling freight with hand trucks or on the shoulders of stevedores. The freight is handled from the freight warehouse ashore to the barges and again from the barges to the holds of ships lying off shore. Thus, the cost of transportation between point of origin and point of ultimate destination is made too great. There are a number of ports in the world which have spent millions of dollars to secure channels and slips alongside piers that will permit of ships of a draft of 30 to 35 ft. or more. The millions of dollars spent in securing facilities for ships of maximum draft come from the ultimate consumer indirectly in the form of taxes, but, nevertheless, it adds to the actual cost of transportation between the point of origin and the point of ultimate destination.

Instead of increasing the depths of channels, instead of increasing the depths at piers, and in spending additional millions for port facilities, it is believed the time has come again to consider the ports which will accommodate ships of medium draft, and to rehabilitate old grass-grown piers of ports which, although not dead, are at least in a comatose state. There should be a distribution of traffic from the present few large deep-water terminals to water terminals of medium depth, just as at present there is a change in the development of a city from the one large loop district, or the single business center, to several well distributed so-called "civic centers", each fairly complete in itself. When this distribution is effected the following advantages are found to exist: Low, fixed, capital charges; low terminal charges; low cost of land; low cost of building materials; low house rents; and low cost of distribution of food products to these small cities, all of which result in a low cost of living. Each advantage in itself bears directly on a lower cost of labor for those living at the "civic centers", or at the water terminals of medium depth.

Wherever there is a low cost of labor and a low cost of building materials there is a chance to utilize, by means of the cubicles mentioned, a low cost of handling exports from small ports through the small or medium sized ships

to the consumers in various parts of the world. The utilization of the medium sized ships through the medium sized ports will conduce to low freight costs from the point of origin to the point of ultimate destination, through the low costs of handling freight at such ports.

Any reduction in cost of production or of transportation will aid in stimulating trade between Europe and the United States. Any stimulus to trade accelerates the circulation of commercial products and gives debtors a chance to pay their debts and to increase the wealth of the world available for business extensions. Furthermore, it conduces to that international good feeling so necessary to restore business confidence and business health. Anything which will relieve Europe of its sufferings from business "gout", will loosen up the "rheumatic joints" of business in the United States.

It is believed, therefore, that attention should be given not so much to expensive port development involving millions, but to the increase in the use of the medium sized ports which will require comparatively little capital and yet will enliven many different sections of the body politic now in need of resuscitation rather than rehabilitation. In a country the inhabitants of which have a steady income, although small, the people are far more satisfied than those of a country or city where high priced wages obtain, but where work is intermittent. The idle time is used by Satan for the purpose of stirring up dissatisfaction, destructive criticism, strikes, and ultimate revolution.

John H. McCallum,* Esq. (by letter).†—The writer is deeply interested in all port development, especially as it affects all ports of the United States.

As the Port of San Francisco is the gateway to the Orient, the California State Harbor Commissioners are very desirous of furnishing it with the most up-to-date and economical equipment and devices for handling such commerce, and any information that can be gathered which would assist them in furnishing such facilities and equipment is eagerly sought. Those who are actively engaged in commercial pursuits and who use this port are of the opinion that the facilities are quite up to date.

The writer has been a member of the State Harbor Board for the past ten years and is quite free to admit that whatever success has been obtained for the Harbor of San Francisco is due largely to the spirit of co-operation between the members of the Board and all factors interested in the port.

During the period of reconstruction which began in 1911, the engineers of the Harbor Board were assisted very greatly by an Advisory Board of Engineers of large experience in water-front construction. In 1917, the rules and regulations, including the system of port revenue and penalties for the use of piers beyond the free period, were completely changed, this change being worked out with the co-operation of a committee appointed by the Board, consisting of those vitally interested in the commerce of the port. The new system has worked splendidly, and especially as it applied to penalties, for, as this was in a great measure the suggestion of the users of the port, they were bound thereto. In 1917, the Board also appointed an Advisory Committee of twenty

* President, Board of State Harbor Commrs., San Francisco, Cal.

† Received by the Secretary, September 6th, 1921.

men doing the greatest business through the Port of San Francisco to advise with it from time to time on vital problems of the port. This Committee is composed of importers and exporters, ship-owners and operators, representatives of the Chamber of Commerce, Warehousemen's and Draymen's Associations, the railroads, etc. The services of this Committee have been invaluable to the Harbor Board, and its unselfish devotion to the interests of the port has been wonderful. The writer is a firm believer in the policy of consulting the interests that are using the port facilities as to its development.

One of the great engineering problems confronting San Francisco and the Bay region is that of constructing a bridge from the San Francisco side to the Alameda County shore. Some study has been given thereto and a report has been made, but the problem seems to be still unsolved.

FRANK W. HODGDON,* M. AM. SOC. C. E. (by letter).†—Ports, as usually known, are points on the sea coast at which merchandise can be transhipped from land transportation to sea transportation, or *vice versa*.

In order to have a port, there must be merchandise to be transported and merchants to control it. If there is no merchandise, there can be no port, and if better facilities are furnished at another port, the merchandise will go there and the port with the lesser facilities will disappear as such, as has been the fate of Salem, Mass. In former times, vessel units and cargoes were small, and land transportation was adequate to convey any bulky merchandise only for short distances, so that many small ports existed which have now disappeared. As railroads were built and developed, they took up the distribution of bulky merchandise and delivered it far inland and brought to the sea the products of the interior. At the same time, the vessel units increased in size, with the result that the facilities furnished by the ports had to be radically changed and enlarged, and the assembling of cargo units could only be done economically by reducing the number of ports and concentrating the business at a few large ones at which the railroads could concentrate. This concentration will continue until the amount of business at any port exceeds its capacity, when it will become necessary to divert some of the business to other ports.

In general, merchandise will take the most direct route, other things being equal, but many things happen to change this, such as rates and facilities for handling the merchandise, congestion on the direct route, etc. The facilities furnished by a port are both fixed and variable. The fixed facilities are the channels, wharves, docks, warehouses, etc., the railroads and highways. The variable facilities are the vessels, railroad cars and equipment, and trucks. These are the facilities only, to handle the merchandise which is furnished by the merchants who are the real creators and life of the port and without which it could not exist. Usually, the port itself controls only the channels, wharves, docks, and, sometimes, some of the warehouses, freight-handling equipment, and railroad yard tracks on its own property. All the vessels, railroads, merchandise, and trucks, etc., are owned and controlled by others.

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* Boston, Mass.

† Received by the Secretary, August 31st, 1921.

From this it will be seen that the port merely offers an opportunity to carry on a business over which it practically has no control, except to offer the best practicable facilities to induce business to pass through it. The merchants control the business and can practically make or break any port.

Business like natural forces will follow the line of least resistance. A port naturally situated so as to offer the best conditions as to rates and facilities will secure the most business. New York is situated at the mouth of the Hudson River and, with this inland waterway supplemented by the Erie Canal, was especially advantageously located. It thus became the foremost port of America, attracting business from all over the country, even though handicapped by not having the opportunity to run its railroad trains on to the piers and thus be able to handle merchandise directly between cars and vessels.

The large volume of business and the low costs of land transportation induced by the low grades of the railroad and the competition of the inland waterways attracted more merchandise, so that vessels were attracted since they could usually find a cargo waiting, even if advance arrangements had not been made. At smaller ports, however, such spot cargoes cannot generally be found, and if a vessel brought a cargo to one of the ports without having engaged a return cargo in advance, it would have to sail in ballast and seek a cargo at some other port. This would increase the cost of operating the vessel, and this increased cost would have to be made good by increased freight rates when a cargo was secured. This would make the small port less desirable as a shipping point compared with one which could furnish spot cargoes at most times and, thus, again increase the desirability of doing business in the larger port. Large ports have more frequent sailings of regular lines and tramps than the smaller ports, and small shipments will find more frequent opportunities there and less likelihood of delays.

As already stated, in order to be successful, a port must be properly located, with efficient land transportation tributary to it and a back country capable of furnishing sufficient merchandise to load all the vessels frequenting the port and absorbing all the merchandise which is brought to it. The port must be well equipped with channels, wharves, docks, warehouses, etc., properly to handle the merchandise and must also have merchants ready to handle the business. A port, to be successful, must first have the business and the wharves, channels, and other equipment, and then the ships will come.

The various ports of the world are managed in a number of different ways: Private ownership including ownership by railroad and corporations; and public ownership such as State, city, or other political divisions. These different methods take no cognizance of the merchant who really controls the port by furnishing the business done through it, and who, if he had some interest in the management of the port, would have a great inducement to persuade other merchants to use it and, thereby increasing its business, tend to reduce the cost of sending his own business through it. Also, the merchants would be able to decide with first-hand information to just what extent it was advisable or profitable to install better or additional facilities.

The method adopted by the Port of Liverpool, England, one of the most successful ports of the world, is based on the idea that the merchant who

does business through the port is the person who should manage it. The Corporation of the Mersey Dock and Harbor Board is without capital or shares, and its credit is based on the prosperity of the port and the value of the property owned by the Corporation. The electors who annually elect the officers of the Corporation are the persons who, during the previous year, have paid port and dock charges of not less than £5. In order to be eligible to be a director, a person must have paid not less than £25. The Directors receive no compensation, but it is considered such an honor to be one that the office is always sought for.

By law, the port charges must be fixed to pay the interest, sinking fund, and maintenance. All improvements and extensions must be paid from the proceeds of loans authorized by the Government. The Secretary and Engineer of the Board are the paid executives. In this way, the merchants have control of the port, and it is to their interest to furnish it with as much business as they can, in order to keep the costs down, as the business is done at cost.

One difficulty at some of the Atlantic ports of the United States, is the inequality of rates when part of the wharves are owned by the railroads, and part by the city, State, or private owners. The railroad companies use their wharves as one of the facilities of the railroad, and make no charge either to the vessel bringing freight for the railroad, or to the goods which are sent over it, other than the regular freight rates. That is, there are no charges for wharfage or dockage, except on goods which are shipped to or from the wharf by other means than by the railroad which owns the wharf. Frequently, the charges for freight on goods brought to or from vessels at a railroad wharf, are less than on similar goods brought to the port for local consumption, although the terminal costs of the railroad are greater for the vessel, than for the local business.

Public or private wharves, of course, cannot compete with railroad wharves on their basis, and some means should be found, by which charges should be made, by which the actual cost of facilities at a port should be collected, on all goods passing through it, and, if possible, this should be made equal at all wharves. In order to do this, the whole port should be under one control and management, either public, or under public supervision. The exact form is not necessarily the same in all ports, but some form of operating the whole port, as a unit, seems to be essential.

M. G. Barnes,* M. Am. Soc. C. E. (by letter).†—Since 1914, measured by cost of rail transportation, interior points of the United States have been placed twice as far from the seaboard as formerly. At best, the wheat belt of the United States is handicapped in the world markets because of its great distance from the seaboard. Increased rail rates have aggravated this condition of affairs, lowered grain prices on the farm, and placed the American farmer at such a disadvantage as to limit his foreign market and, indeed, foreign grain may be delivered at the seaboard cities at a less cost of haul than from the grain belt of the United States. Since 1914, the cost of transporting wheat by rail to the seaboard has increased from 12 to 15 cents per

* Springfield, Ill.

† Received by the Secretary, September 6th, 1921.

bushel. The cost to domestic consumers in the Eastern States has increased to even a greater extent.

Based on the past ten-year average annual production of 794 000 000 bushels, these higher freight rates represent a tax on the producer and consumer of at least $100 000 000 annually. This would indicate that on a 10% basis, $1 000 000 000 might profitably be spent to reduce the cost of haul on wheat to the pre-war level; and, of course, if wheat could be hauled at pre-war prices, other commodities would profit in like manner.

Fig. 1 shows the location and quantity, or volume, of the surplus wheat of the United States, and its destination, the figures having been compiled from the records of the U. S. Department of Commerce for the past ten years. Although the destination of the export wheat is roughly accurate, the ports from which it is assumed to move are not the actual ones, but more nearly represent the economic lines of movement based on present rail-transportation facilities. During the open season of navigation, part of this wheat travels by rail and water to the Gulf, and a greater part by rail and water to the Eastern States and the Eastern seaboard, but probably not sufficient to change the routing suggested.

Various suggestions have been made for the improvement of transportation facilities and especially as it affects the farmer. The advocates of the St. Lawrence Ship Canal, permitting ocean liners to visit Chicago, Ill., Duluth, Minn., and other Lake ports, believe their waterway is the best solution of the transportation troubles and advocate its completion jointly by the American and Canadian Governments. Those who favor the improvement of the Mississippi River System of Waterways are equally sure that the export wheat should find exit *via* the Gulf ports. Others see relief only in the improvement of rail transportation.

A study of the wheat map of the United States (Fig. 1), may aid in solving this problem. The great surplus wheat States lie on the eas ern slope of the Rocky Mountains, and the wheat finds outlet through four main depots—St. Paul, Minn., Omaha, Nebr., Kansas City and St. Louis, Mo. Under the present rail freight structure, the cheapest route to the seaboard is to the south through the Gulf ports. Shippers realize this, as shown by the wheat export figures for the fiscal years ending June 30th, 1920 and 1921. The shipments are:

	1920.	1921.
Through Gulf Ports......	97 000 000 bushels	160 000 000 bushels
Through Atlantic Ports..	79 000 000 "	92 000 000 "

This in the face of poorer facilities and shortage of boats at the Gulf ports: The Eastern ports also have the advantage of Lake transportation during part of the season. The increase in shipments through the Gulf ports in 1921 results from increased freight rates and the better supply of boats at these ports.

In any study of economic wheat transportation, one must not lose sight of the under-production that exists in the Eastern part of the United States. Turn, now, to the most economic method of supplying these needs. In export rates, St. Louis has the advantage over St. Paul of 10.2 cents per bushel

through Gulf ports, and Kansas City enjoys an advantage of 4.8 cents through the same ports. For domestic trade, St. Louis has an advantage over St. Paul in the New York markets of 12.3 cents per bushel (not shown on Fig. 1), but Kansas City and Omaha have an advantage of only 3 cents per bushel. St. Louis cannot supply the needs. Manifestly, the wheat should come from the St. Paul District, which it does very largely. Moreover, St. Paul is favored with a partial water route *via* the Great Lakes, and, in 1920, there was carried through the "Soo" Canal approximately the northern surplus shown in the Northern States of Montana, North and South Dakota, and Minnesota. Part of the "Soo" traffic, of course, was Canadian wheat. Flour shipped through the "Soo" Canals is annually about sufficient to supply the New York State shortage.

Next, in order, the shortage in the Southern States must be supplied. This can best be done by drawing on the surplus from Nebraska, Iowa, Illinois, Missouri, and Kansas, as shown. These States actually do supply much of this deficiency. This leaves, as exportable, surplus wheat grown in Wyoming, Colorado, Kansas, and Oklahoma, and the extreme Northwest, which properly finds exit as shown. So much for existing conditions. How shall we set out to improve them?

First, let us consider supplying the domestic trade. Reference to the map (Fig. 1), will show that the great deficiency exists in the Northeastern States. The domestic rail rate from St. Paul to New York is 36 cents per bushel, while the domestic rate from St. Louis to New York is 23.7 cents per bushel, giving St. Louis an advantage of 12.3 cents per bushel. This advantage can be more than offset by a greater use of the waterways now available. Large quantities of wheat and flour are transported annually over the Great Lakes from Duluth, Minn., to Buffalo, N. Y. The quantity of flour passing through the "Soo" Canal annually is sufficient to supply the deficiency in New York State. Now that the New York State Barge Canals are completed, shippers should avail themselves of this waterway to distribute wheat and flour from Buffalo eastward. The normal charge for transporting wheat from Duluth to Buffalo is 2 cents per bushel. At the present time, wheat is sent from Chicago to Buffalo at from $1\frac{3}{4}$ to 2 cents per bushel. In pre-war days, flour was shipped from Duluth to Buffalo for the equivalent of about 4 cents per bushel of wheat. In 1920, the rate was 6 cents per bushel. Wheat and flour from the North Central States would reach Duluth by rail at approximately 10 cents per bushel. This would permit shippers to deliver wheat and flour in Buffalo at rates of from 12 to possibly 15 cents per bushel. After it has reached Buffalo, it is in the territory of deficiency, and can be delivered by rail and water from that point. By an intelligent use of the existing waterways on the northern border of the United States, it is quite possible that a rate of 16 cents per bushel can be maintained from the St. Paul District to New York City, which would show an advantage over the St. Louis all-rail rate of approximately 8 cents per bushel. Navigation through the "Soo" Canal is carried on over a period of about 8 months per year. In order to secure the advantages of water transportation throughout the year, it would be necessary,

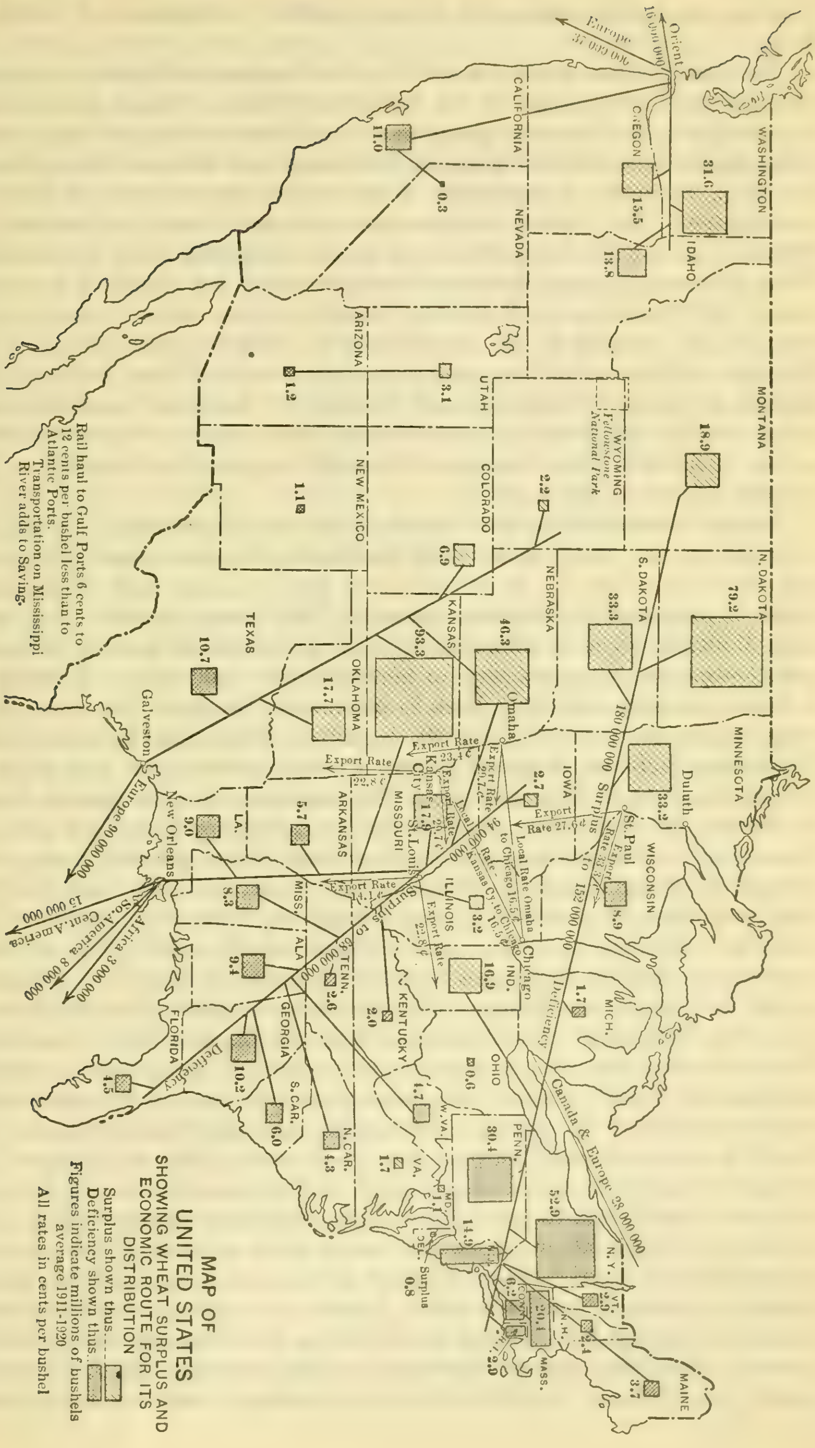
MAP OF
UNITED STATES
SHOWING WHEAT SURPLUS AND
ECONOMIC ROUTE FOR ITS
DISTRIBUTION
Surplus shown thus
Deficiency shown thus
Figures indicate millions of bushels
average 1911-1920
All rates in cents per bushel
Rail haul to Gulf Ports 6 cents to
12 cents per bushel less than to
Atlantic Ports.
Transportation on Mississippi
River adds to Saving.
Europe 37 000 000
Orient 16 000 000
Europe 90 000 000
15 000 000 So. America
Cent. America 8 000 000
Africa 3 000 000
Canada & Europe 38 000 000
180 000 000 Surplus to
152 000 000 Deficiency
Surplus to 68 000 000
94 000 000 Local
Galveston
New Orleans
Omaha
Kansas City
St. Louis
Chicago
St. Paul
Duluth
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
Yellowstone National Park
UTAH
ARIZONA
COLORADO
NEW MEXICO
N. DAKOTA
S. DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LA.
WISCONSIN
ILLINOIS
MISS.
MICH.
IND.
KENTUCKY
TENN.
ALA
GEORGIA
FLORIDA
OHIO
W. VA.
VA.
N. CAR.
S. CAR.
PENN.
N. Y.
MD.
DEL. Surplus 0.8
MASS.
MAINE
Export Rate 23.4¢
Export Rate 22.8¢
Export Rate 14.1¢
Export Rate 22.8¢
Export Rate 27.6¢
Local Rate Omaha to Chicago 16.5¢
Local Rate Kansas Cy. to Chicago 16.5¢
31.6
15.5
13.8
11.0
0.3
3.1
1.2
18.9
2.2
6.9
1.1
79.2
33.3
40.3
93.3
17.7
10.7
33.2
2.7
17.9
5.7
9.0
8.3
3.2
8.9
1.7
10.9
2.0
2.6
9.4
10.2
4.5
6.0
4.3
4.7
0.6
1.7
30.4
52.9
14.9
3.7
2.4

FIG. 1.

therefore, to supply storage for a four months' consumption of wheat and flour.

The most feasible means for relief to the Southeastern States is by a more extended use of the rivers of the Mississippi Valley. Wheat and flour can be collected at the important grain and flour centers such as St. Paul, Kansas City, and St. Louis, floated down the Mississippi and Missouri Rivers, and up the Ohio, Tennessee, Cumberland, Warrior, and other streams, to points of consumption. The Federal Government maintains a boat line between New Orleans, La., and St. Louis which now quotes rates 20% below the rail rates. With the new equipment in use on this line during this season, it is reported that a very handsome profit is being earned at these rates. Great improvement can be realized by the construction of adequate terminals and transshipping facilities at various points along the river. Without doubt, if these streams are properly improved and facilities for handling commodities provided equal to that found on the railroads, water rates can be maintained at as low as one-half the rail rates, and probably much below these figures when quantity shipments are made.

Several schemes have been advanced for the improvement of shipping facilities for the export trade. The destination of export wheat is shown on the wheat map, Fig. 1. It will be noted that the great bulk of the export wheat is consumed in European countries. The North Atlantic cities, including Montreal, have an advantage over New Orleans in distance to London and Continental European ports of approximately 1 500 miles. Montreal has a slight advantage over New York in distance to Liverpool, but owing to the more dangerous route down the St. Lawrence River from Montreal, and to the further fact that Montreal is only a seven months' port, New York has the advantage to all European ports. To compensate for the greater distance to Europe, the rates which shippers are now charging from Gulf ports, are from 1½ to 3 cents per bushel more than from North Atlantic points, or an average of about 2 cents per bushel. The export rail rate from St. Paul, Omaha, Kansas City, and St. Louis, through the Gulf ports, is from 5 to 7 cents per bushel less than through the North Atlantic ports. The net result, therefore, is that the Gulf ports have an advantage of from 3 to 5 cents per bushel in shipments to Europe. This advantage is reflected in the increased use of the Gulf ports. The advocates of the St. Lawrence Ship Canal argue that this advantage can be more than overcome if ocean liners can reach Chicago and Duluth. It has been shown previously that all the north central surplus is required for domestic deficiency in the East Central States. This would leave as the only surplus that from such States as Nebraska and Kansas, to be sent by water from Chicago to European points. The local rail rate from Omaha and Kansas City to Chicago is 16½ cents per bushel. After it reaches Chicago, the wheat is still nearly 1 500 miles from tide-water and more than that distance when measured in time of navigation through open water. In order to reach tide-water, it must pass through the new Welland Canal and through the improved St. Lawrence River, passing possibly sixteen locks in all before it reaches Montreal. With a normal rate of 2 cents per bushel from Chicago to Buffalo, it is probable that a rate of at least 3½ cents

a bushel would be required to deliver the wheat from Chicago to Montreal or, say, 20 cents per bushel from Omaha and Kansas City to the seaboard. This would give an apparent advantage over the Gulf ports of a total of 5 cents per bushel—2 cents in ocean haul and 3 cents in rail haul from Omaha and Kansas City to the Gulf ports. This advantage is apparent only. Wheat is not raised in Omaha and Kansas City, but at a great distance westward from these points, which distance does not add materially to the distance to Gulf ports, whereas, it must be added to any movement east through Chicago. Therefore, even with the construction of the St. Lawrence Ship Canal, it is probable that Nebraska and Kansas wheat would find its way south through Galveston and would not all be collected in Omaha and Kansas City, but at such points as Lincoln, Nebr., Topeka, Kans., Wichita, Kans., and other centers in Central and Western Nebraska and Kansas. It must be remembered that distance from Chicago to Continental Europe by water, *via* the St. Lawrence River, is approximately the same as from the Gulf ports to Continental Europe, and the time of passage through the northern route is greater, with more hazards to navigation. Moreover, the northern route is only a seven months' channel, whereas, the southern route is open throughout the year. There is, therefore, a distinct advantage in shipping export grain *via* the southern route.

In order to lower the cost of haul on export grain from Nebraska, Kansas, and Oklahoma, we must either improve rail facilities or make the Mississippi and Missouri Rivers navigable for fleets of large tonnage. There appears to be little chance of lowering the rail rate, although there is a strenuous effort being made now by agricultural interests to that end. The railroad managers are now arguing that any reduction in rates on wheat must be compensated for by additional rates on other commodities. The Rock Island Railroad, alone, estimates that if the rail rate on wheat alone is lowered 20%, the loss to that road will be $5 000 000 annually. It will be seen, therefore, that any reduction in the rail rate is simply a shifting of the burden from one commodity to another. Wheat can be floated down the Missouri and Mississippi Rivers at rates far below the existing rail rates and, with a proper development of these streams, a rate at least as low as one-half the present rail rate can be maintained with profit. This would show a saving in cost of haul from Kansas City of approximately 12 cents per bushel. In other words, a water rate could probably be maintained as low as the pre-war rail rate and, with a return to normal conditions, this rate could be still further reduced. There is an increasing demand for mill products for feed to live stock grown in the Central West. The rates should be regulated so as to encourage the grinding of wheat at Omaha, Kansas City, and St. Louis, retaining the mill product for stock purposes and shipping the finished product—flour—abroad.

Viewing the situation as shown from the wheat map (Fig. 1), there does not seem to be any excuse for any export wheat from the Central West crossing the Mississippi River. The rivers should be improved so as to accommodate craft of large tonnage and shallow draft, and terminals, elevators, and flour mills should be developed along the streams to collect and grind this wheat and float it down to New Orleans.

In addition to the saving in cost of haul, the much congested Port of New York would be relieved. The New York foreign commerce is now approximately 50% of the total foreign commerce of the United States. The congestion is so great as to add materially to the cost of haul. In the natural growth of the country, this congestion will increase, but no matter how great the facilities for added piers and terminals at the port, the collection of this great tonnage is bound to cause congestion, delays in transportation, and added interest on goods in transit.

The conclusions reached from this argument are:

1.—The producers and consumers of the United States have an added burden of $100 000 000 annually on transportation of wheat due to increased rail rates since 1914.

2.—The main economic route and destination of the surplus wheat of the North Central States is *via* the Great Lakes to Buffalo, thence by rail and water to the North Atlantic States.

3.—The South Atlantic and Gulf States, where deficiency occurs, should be supplied from the Central Mississippi Valley States *via* rail and water.

4.—European, African, South American, and Central American export wheat should come from the Central and South Mississippi Valley States and should be shipped *via* rail and water to Gulf ports.

5.—Additional milling facilities should be provided at Omaha, Kansas City, and St. Louis.

6.—The streams of the Mississippi Valley should be improved to afford an adequate navigable channel for the collection and distribution of wheat and other commodities.

7.—Modern terminals along these streams should be provided both for collection and distribution.

8.—Much may be said in favor of the proposed St. Lawrence Ship Canal, but it does not seem that its completion will materially benefit the surplus wheat raisers of America.

The St. Lawrence Ship Canal has many things to commend it, and probably it should be constructed for its general benefit to commerce and for the power that may be developed along its course; but relief to the farmers must be reached through the Southern route.

Nelson P. Lewis,* M. Am. Soc. C. E.—The speaker has heard with great interest to what has been said on this subject, and the freedom and frankness of the discussion appeals to him. It is well for Americans to know what their Canadian neighbors are doing, and it is well to hear a protest against overcentralization and a plea for the smaller ports.

Some hysterical complaints have been heard that the Port of New York is losing its prestige by reason of the fact that the percentage of the foreign commerce of the United States, handled through the Port of New York, has greatly decreased during the last generation or two. It is quite natural that this should be so in view of the development of other parts of the country with seaports located so as to avoid excessive hauls by rail. Had not new com-

* New York City.

mercial ports been developed and had New York's percentage of the country's total commerce been maintained, the congestion due to over-centralization would have been unwholesome and unfortunate. New York Harbor has such great natural advantages that if the port is intelligently organized and adequate facilities are provided it will retain all the commerce to which it is entitled, and it need not worry about the development of other ports, whether large or small. There is needed in New York a broader conception of the whole problem and an avoidance of provincialism.

T. Howard Barnes,* M. Am. Soc. C. E.—One of the special topics of this discussion, namely, the relation of warehouses to port development, is timely and should be taken up more at length.

The relation is so intimate and the people are so accustomed to having a warehouse of some capacity connected with the quays and piers that they do not stop to analyze the relation of a part to the whole. This relation has been alluded to by several of the speakers, one of whom noted briefly the economy obtained where ample warehouses were so provided. The remarkable economy per linear foot of pier in certain cities has also been mentioned without a full analysis of the reasons therefor. The question is, to what extent is such economy attributable to warehousing facilities on or at the pier?

The American system, or it might be called, the primitive system, of building piers is the putting up of a structure for the quick landing of materials with a minimum of concern, at the time, beyond that of getting such materials unloaded and transferred to the shore. Even now such practice may be noted in less developed regions, and it cannot be wholly condemned in view of the uncertainty of what the future will demand. Many times, however, these developments have grown up "Topsy-like" without sufficient regard for future plans, and, thus, the opportunity for making efficient use of the original structure is forfeited.

Perhaps, the best examples of this practice are the old piers lining the North and East Rivers in New York City. At the time the earlier of these were built, there was no great reason for a storage shed more than one story in height to receive the small cargo. Congestion on Manhattan Island was not the serious question it is to-day. Trucks could come and go without the present-day delays, and near-by warehouses for storage were obtainable. To-day, all this is changed, and the speaker believes that it is an economic crime to permit the erection of piers having warehouses less than three or four stories in height.

An example of the efficiency obtained by providing ample wharf shed was illustrated a few years ago in the extension of a pier in a tropical port, which was under the speaker's charge. A large part of the imports for the interior were brought over this pier. Such imports had always been discharged on to cars, switched into the Custom House on shore, and there unloaded and sorted. The new construction provided for ample floor space on the pier, the roofed area being made level with the platform of the cars. The shed structure was provided with doors at all points by which the cargo could be

* New York City.

received as fast as the ship's sling could handle it. The time of discharging was cut substantially in two, likewise the expense of handling on shore, resulting not only in economy of handling cost, but in a very considerable saving in breakage.

All this argues in favor of having a clear space within which to receive the ship's cargo, and it must be remembered that a proper ship's tackle with plenty of winches is an effective way of discharging cargo. It must be borne in mind also that delays in discharging have been due more to a lack of opportunity to keep the cargo moving after it has been lifted out than from the fact that the ship's sling is inadequate, and that overhead cranes or other apparatus might be the remedy.

Once the cargo is landed on shore, the flow must be provided for in accordance with the demands, and it is at this stage that cranes and gantries excel. In the crowded situation in New York City, the possibility of warehousing the lighter portion, at least, in the upper stories, the convenience which this storage means to the importer, and the advantage which it affords the ship owners in accumulating cargo for export purposes, all argue most strongly for provision for that "room at the top" which the multiple-story form of construction secures.

It is to be trusted that, in his revised discussion, Mr. Long may go somewhat further into the analysis of the rate of discharge and the attendant expense as between piers provided with ample warehouses and those in which such provision is limited.

MEMOIRS OF DECEASED MEMBERS

NOTE.—Memoirs will be reproduced in the volumes of *Transactions*. Any information which will amplify the records as here printed, or correct any errors, should be forwarded to the Secretary prior to the final publication.

THOMAS CURTIS CLARKE, M. Am. Soc. C. E.*

DIED MAY 25TH, 1921.

By the death on May 25th, 1921, of Thomas Curtis Clarke, the Engineer Officers' Reserve Corps lost an officer of the highest standard; the country lost a citizen who had given completely of his services as an engineer in peace and war and who was an advocate and real worker in the cause of National defense; and the Society lost a member who, in his specialty of metallurgical research, can ill be spared to the Profession.

Thomas Curtis Clarke was born in Philadelphia, Pa., on December 11th, 1873, his father having been the late Thomas Curtis Clarke, Past-President, Am. Soc. C. E.

The son of one of the most distinguished engineers of his time, Mr. Clarke, like his brothers, was educated in the Engineering Profession, having taken a special course in Metallurgy at the Massachusetts Institute of Technology. After leaving the Institute, he became for a time a Chemist at the furnaces of the Union and South Works of the Illinois Steel Company, but returned to the Institute to complete some special studies. For a few years after leaving the Massachusetts Institute of Technology, in 1893, Mr. Clarke served as an Inspector and Assistant Engineer on the construction of the Third Avenue and Willis Avenue Bridges across the Harlem River in the City of New York. Between 1897 and 1902, he was engaged in business in which, however, his engineering education was used. In 1902 and 1903, he was Treasurer of the Imboden Coke and Embree Iron Company, and had engineering charge of the construction of the furnaces of the Embree Iron Company.

In 1904, Mr. Clarke was made Treasurer and Assistant General Manager of the Astoria Steel Company. Later, he was asked to take charge of the construction and installation of the Illinois Steel Company's coal washers at Danville, Ill., a position in which his unbounded energy and experience was given full play. During 1905, he was engaged as Assistant Superintendent of the Lackawanna Iron and Steel Company, at Lebanon, Pa., in charge of five blast furnaces and by-product coke-oven plants. It was during this period, that he became interested in the specialty of coal and coke by-products, which specialty led him into much foreign travel, in investigations of by-product coal and coke plants in Germany, France, and other Continental countries.

In 1912, Mr. Clarke became interested and took charge of the development of the Niagara Company, comprising a by-product coke plant, at Buffalo, N. Y. This plant was being built under German plans and patents, but was stopped, however, at the outbreak of the World War in August, 1914, as it was being constructed largely with German capital.

* Memoir prepared by F. A. Molitor, M. Am. Soc. C. E.

Mr. Clarke had become interested in military affairs as early as 1895 when he joined the National Guard of the State of New York and was an active student of military affairs and operations.

In 1915 and 1916, foreseeing with a military eye, and aided by his experience in Germany and his acquaintance with the German people, that it was inevitable that the United States would become an active participant in the World War, he devoted his energies and time to the preparedness movement. In 1916, he assisted in the organization and training of engineer battalions in New York City, and was commissioned a Captain in the Engineer Officers' Reserve Corps when it was formed through a provision of the National Defense Act of 1916.

On the entry of the United States into the war, Capt. Clarke, with many other engineers of New York City, was ordered to the First Officers' Training Camp at Fort Oglethorpe, Ga., in May, 1917. On his graduation from this camp in August of that year, he was named as Adjutant of the 104th Engineers, a regiment organized from this training camp. Later, he was promoted to be Lieutenant-Colonel and assigned to the 110th Engineers which was the Divisional Engineer Regiment of the 35th Division. This regiment went overseas with the Division in the spring of 1918. When Col. Cheney was promoted to the rank of Brigadier General, Lt.-Col. Clarke succeeded to the command of the regiment with the rank of Colonel from August 7th, 1918. Col. Clarke commanded this regiment in the Meuse-Argonne Offensive. The regiment performed the usual work of an engineer regiment attached to an active combatant division and, in addition, it was called as infantry into the lines where it took over a sector of the front line in the active offensive then in progress.

Col. Clarke occupied as his post of command a German "pill-box", the German artillery directing their fire thereon, making it necessary for him and his immediate staff to change their post of command during the height of a severe artillery fire. The regiment acquitted itself with great credit with a loss of more than three hundred men in this emergency, two officers and seven enlisted men having received the Distinguished Service Cross for their work. The regiment was cited for its service, and Maj.-Gen. W. C. Langfitt, U. S. A., Chief Engineer, American Expeditionary Forces, commended it, as follows:

"Before issuance of definite orders for your regiment to return to the States, it is my desire that the command be advised that they have met the conditions imposed by the conflict just concluded in a most satisfactory manner.

"The construction of field fortifications and bridges across the Somme, the front-line construction, tunneling, and road work in the Vosges were notably well done. The excellent record made in front-line service is a matter of pride to the Chief Engineer as it should be to each soldier in your regiment.

"I desire that you and your command know that the services rendered were highly satisfactory and deserve commendation."

Early in Col. Clarke's service with the American Expeditionary Force, and before the Argonne Offensive, he was decorated with the Croix de Guerre

by the French Government as a result of his voluntary participation in a raid which broke through the German lines.

After the Armistice, Col. Clarke was relieved from duty with the 110th Engineers, and was appointed Acting Deputy Director of the Army Transport Service, at Tours, France, serving as such until March 31st, 1919, when at his own request he was ordered home and mustered out of the service. His interest, however, in future preparedness, and in the Engineer Officers' Reserve Corps, prompted him to take a commission as Colonel in that Corps, the rank which he held at the time of his lamentable death.

After being honorably discharged from the service, Col. Clarke became Vice-President of the International Coal Products Company, in direct and immediate charge of the engineering work. He held this position until his illness required him to relinquish it. An operation for an intestinal disorder resulted in pneumonia which caused his sudden death, his fatal illness having been caused undoubtedly by the fact that he had been gassed repeatedly while in service and when pneumonia developed, medical skill could not save him.

Col. Clarke's genial personality, wit, and unfailing patience and good nature endeared him to his hosts of friends both in and out of the Profession and they mourn his loss.

He was married on July 21st, 1897, to Elizabeth I. Knox who, with a daughter, survives him. He is also survived by two brothers, Mr. E. A. S. Clarke, for many years President of the Lackawanna Steel Company and now President of the Consolidated Steel Corporation, and Lt.-Col. Herman Clarke, of London, England.

Col. Clarke was a member of the Metropolitan Club and the Army and Navy Club of New York City, and the Rumson Country Club. He was also a member of the American Institute of Consulting Engineers, Society of Chemical Industry, Society of American Military Engineers, and the Military Order of the World War.

Col. Clarke was elected a Member of the American Society of Civil Engineers on May 4th, 1909.

WILLIAM HARPER ROBINSON, M. Am. Soc. C. E.*

Died December 29th, 1920.

William Harper Robinson, the son of Judge Robert Robinson and Luisa Harper Robinson, was born on February 10th, 1868, at Sacramento, Cal. He was educated in the public schools of San Francisco, Cal., and after having been graduated from the Boys' High School of that city, attended Heald's Business College, the Mechanics' Institute of San Francisco, and the Van der Naillen School of Engineering.

In 1887, he entered the employ of the Southern Pacific Railroad Company, for which Company he worked continuously, as Draftsman, Leveler, Transitman, and Assistant Engineer, for a period of ten years. During that time, Mr. Robinson was Draftsman on the following Southern Pacific surveys:

* Memoir prepared by L. Fred Patstone, M. Am. Soc. C. E.

From Santa Ana to Oceanside, Burbank to Chatsworth Park, Long Beach Junction to Long Beach, San Pedro to Point Fermin, Ventura to Nordhoff, Montalvo to Simi Pass, Oakdale to Merced, and on double-track construction from Oakland to Port Costa, all in California. During 1889 he served as Draftsman in the General Office of the Company in San Francisco.

In 1890, Mr. Robinson was employed as Leveler on the following Southern Pacific surveys: From Riverside to San Bernardino, Colton to Redlands, and Avon to Walnut Creek. During the same year, he was Transitman on the line from Santa Monica to Soldiers' Home, and on various main-line changes in California, Arizona, and New Mexico.

In 1891, he was engaged as Transitman and Topographer for the Ferrocaril Occidental de Guatemala, on the line between San Felipe and Quezaltenango.

The year 1892 found Mr. Robinson again with the Southern Pacific Railroad as Draftsman in the General Office in San Francisco. In 1893, he was engaged as Transitman on surveys for the Company from Gaviota Landing to Lompoc Landing and from San Luis Obispo to Lompoc Landing, and, in 1894, he was employed as Assistant Engineer on line changes on the Park and Ocean Railroad, on relocation from San Bruno to San Francisco, and on line changes between San Miguel and Santa Margarita. In 1895, he was again in the General Office in San Francisco. In 1896, he served as Assistant Engineer on the construction of standard road between Riverside and Colton and on water development work on the Hope Ranch in Santa Barbara County, California.

In 1897 and 1898 Mr. Robinson was engaged in the private practice of his profession, largely on surveys, land irrigation, and water development. In 1899-1900, he was employed by the Redlands Electric Light and Power Company on the location and construction of the power plants in Mill Creek Canyon, San Bernardino County, California.

In 1900, he went to the Philippine Islands where he was engaged as Leveler and Surveyor on the Benguet Road, and in 1901, he became Assistant to the Superintending Engineer of the Army Transport Service at Manila. In 1902, he was appointed as Supervisor of the Province of Misamis and, in 1903, was transferred to the post of Assistant Engineer to the Philippine Commission. Soon after this, he was transferred to the Coast Guard Service as Principal Assistant Engineer in the Division of Lighthouse Construction. Mr. Robinson resigned this position, in 1905, to accept that of Superintendent of Buildings for the Philippine Railroad, which position he held for three years, during which time he designed and built all the depots and terminals of that road.

In the fall of 1908, he again entered the Philippine Government Service as Division Road Engineer in the Bureau of Public Works, and from this time, his promotion in that service was rapid. He passed through the positions of Division Engineer, Chief Division Engineer, Principal Assistant Engineer, and Acting Assistant Director, until on June 6th, 1910, he was appointed City Engineer of Manila and Head of the Department of Engineering and Public Works, which position he held until August 1st, 1916.

During this time, Mr. Robinson was a big factor in developing the City Plan for the future improvement of Manila and in establishing and improving many of its public works. As *ex-officio* member of the Municipal Board of Manila, he was able to give engineering advice and guidance in many of the great problems incident to the growth and well-being of the city.

Owing to ill-health, Mr. Robinson was forced to resign in August, 1916, and return to the United States. He purchased a ranch in Marin County, California, where he continued to reside until his death which occurred on December 29th, 1920. He is survived by his wife, Emma Upchurch Robinson, to whom he was married in San Diego, Cal., on March 4th, 1896.

After Mr. Robinson's return to the United States, ill-health prevented him from engaging in active work, although he retained a keen interest in his chosen profession. At the time of his death, he was in charge of the street and paving improvements in Dixon, Cal.

Mr. Robinson was an exceptionally fine man with whom to work, and all engineers who came in contact with him appreciated his broad-mindedness and his spirit of co-operation. He was the type of man who is progressive and is not afraid to shoulder responsibility. Throughout the Philippines, and especially in Manila, there are many public works which stand as monuments to his memory and as mute testimonials to a long and successful career in the engineering work of the United States Government in the Philippines.

Mr. Robinson was elected a Member of the American Society of Civil Engineers on March 1st, 1910.

JOHN WILSON, M. Am. Soc. C. E.*

Died June 28th, 1921.

John Wilson was born in Wisbeach, Cambridgeshire, England, on January 23d, 1841. He was graduated from Cooper's Hill Civil Engineering College, in the suburbs of London, in 1865, and the following year was sent by the English Government to India as an Engineer in the Public Works Department.

Later, Mr. Wilson was appointed Assistant Engineer on the Ganges Canal, after which he was transferred to Bengal, India, as Engineer on the construction of the Sone Canal. In 1876, famine broke out in Bengal, and he was sent to the Provincial Branch for famine relief work and was assigned to the District of Dinagepore in the low swampy grounds of the Ganges Valley. There he served until the famine was over and gained the title of Major, by which he was ever afterward known.

In 1882, Major Wilson came to the United States and was engaged as Consulting Engineer on the construction of cableways in Philadelphia, Pa., Chicago, Ill., and Pittsburgh, Pa. In 1892, he went to Texas to take up the survey and design of a hydro-electric power plant near Waco.

In 1894, Major Wilson was appointed Engineer for the Estate of the Corralitos Ranch and Mining Company in the State of Chihuahua, Mexico. During this engagement he surveyed the ranch of a million acres and planned

* Memoir prepared by Vernon L. Sullivan, M. Am. Soc. C. E.

and designed the improvements relative thereto, which included the building of dams and the laying of miles of water pipe.

In 1899, Major Wilson was engaged by the El Paso Electric Railway Company on the construction of the electric railway system for El Paso, Tex. During 1904, 1905, and 1906, he designed and constructed the irrigation system for the Big Valley Irrigation Company, at Grand Falls, Tex., from which work he went as Chief Engineer and Manager for the Barstow Irrigation Company, at Barstow, Tex. He remained at Barstow until he was appointed a Member of the Board of Water Engineers for the State of Texas in September, 1913. He served on this Board for two terms, after which he retired from active practice and moved to California.

He was a man of strong character and of great determination, adhering strictly to his own ideals, regardless of public comment, and, in his death, the people lose a man who would have helped to make the world better.

Major Wilson was elected a Member of the American Society of Civil Engineers on March 2d, 1915.

JAMES GIBBONS BROWNE, Assoc. M. Am. Soc. C. E.*

Died April 25th, 1921.

James Gibbons Browne, the son of John T. and Mollie Bergin Browne, was born on December 16th, 1886, at Houston, Tex. He received his preliminary education in the public schools and parochial schools at Houston, and entered the University of Texas in the fall of 1904, from which he was graduated in June, 1908, with the degree of Civil Engineer.

From 1908 to 1910, Mr. Browne was employed in various municipal improvements in the City of Houston and in some of the smaller cities of Texas, and, in 1910, he engaged in practice for himself, undertaking municipal work, sewage, pavements, bridges, and similar contracts.

Mr. Browne made rapid progress and, at the time he was stricken with what later proved to be a fatal illness, was regarded as one of the most promising young engineers in the construction field in Southern Texas. In the fall of 1915, following an attack of ptomaine poisoning, serious and complicated illness developed. In spite of the services of several specialists, and most conscientious efforts to find a cause and remedy for this malady, Mr. Browne grew steadily worse. He passed most of the year preceding his death on April 25th, 1921, in a state of coma.

Mr. Browne's grasp of the business side of construction work, and his large fund of common sense, promised for him a most successful and useful career. His kindly and generous personal qualities cannot be forgotten by those who knew him best.

On November 24th, 1910, he was married to Annie Marguerite Casperson, of Houston, Tex., who, with one child, Mary Marguerite, survives him.

Mr. Browne was elected an Associate Member of the American Society of Civil Engineers on May 6th, 1914.

* Memoir prepared by J. C. Stevenson, M. Am. Soc. C. E.

PAPERS IN THIS NUMBER

CURRENT PAPERS AND DISCUSSIONS

PROCEEDINGS

OF THE

AMERICAN SOCIETY

OF

CIVIL ENGINEERS

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OF

CIVIL ENGINEERS

(INSTITUTED 1852)

VOL. XLVII—No. 9.

NOVEMBER, 1921

Edited by the Secretary, under the direction of the Committee on Publications.

CONTENTS

NEW YORK 1921

American Society of Civil Engineers

OFFICERS FOR 1921

President, GEORGE S. WEBSTER

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Term expires January, 1922:
ROBERT A. CUMMINGS
FRANCIS LEE STUART

Term expires January, 1923:
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ANDREW M. HUNT

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Treasurer, OTIS E. HOVEY

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JOHN W. ALVORD
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C. E. GRUNSKY
J. S. LANGTHORN

Term expires January, 1923:
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ANSON MARSTON
CLARENCE W. HUDSON
CARLETON GREENE
J. C. HOYT
JOHN A. O'CONNOR

Term expires January, 1924:
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RICHARD L. HUMPHREY

On Special Committees:
ARTHUR P. DAVIS
GEORGE H. PEGRAM
ANSON MARSTON

Special Committees

TO CODIFY PRESENT PRACTICE ON THE BEARING VALUE OF SOILS FOR FOUNDATIONS, ETC.: Robert A. Cummings, E. G. Haines, Allen Hazen, James C. Meem, Walter J. Douglas.

TO REPORT ON STRESSES IN RAILROAD TRACK: A. N. Talbot, A. S. Baldwin, G. H. Bremner, John Brunner, W. J. Burton, Charles S. Churchill, W. C. Cushing, W. M. Dawley, H. E. Hale, Robert W. Hunt, J. B. Jenkins, George W. Kittredge, Paul M. LaBach, C. G. E. Larsson, G. J. Ray, Albert F. Reichmann, H. R. Safford, Earl Stimson, F. E. Turneaure, J. E. Willoughby.

ON HIGHWAY ENGINEERING: H. Eltinge Breed, George W. Tillson, A. B. Fletcher, John M. Goodell.

ON BRIDGE DESIGN AND CONSTRUCTION: Henry B. Seaman, Howard C. Baird, C. W. Hudson, M. S. Ketchum, B. R. Leffler, George H. Pegram, A. F. Robinson, F. E. Turneaure, J. R. Worcester.

ON CONTRACT STANDARD CLAUSES: H. Eltinge Breed, J. H. Brillhart, J. S. Langthorn, Edward H. Lee, Hunter McDonald, George H. Pegram, Henry H. Quimby.

ON INDUSTRIAL EDUCATION: Herman Schneider, E. J. Mehren, Leonard S. Smith.

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

HEADQUARTERS OF THE SOCIETY—33 WEST THIRTY-NINTH STREET, NEW YORK.

TELEPHONE NUMBER........................7100 Long Acre.
CABLE ADDRESS........................"Ceas, New York."

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PROCEEDINGS

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS

OF THE SOCIETY

November 2d, 1921.—The meeting was called to order at 8 P. M.; Elbert M. Chandler, Acting Secretary; and present, also, one member.

There being no quorum, the meeting was adjourned to November 16th, 1921.

OF THE BOARD OF DIRECTION

(Abstract)

October 10th, 1921.—The Board met at 10.05 A. M., at the Headquarters of the Society; President George S. Webster in the chair; Elbert M. Chandler, Acting Secretary; and present also Messrs. Anderson, Beahan, Brown, Cum-

mings (came in at 10.40 A. M.), Curtis, Darrow, Elwell, Greene, Grunsky, Henny, Herschel, Hogan, Hovey, Hoyt, Hudson (came in at 12.10 P. M.), Humphrey, Hunt, Langthorn, Marston (came in at 10.20 P. M.), O'Connor, Pegram (came in at 10.25 A. M.), Talbot, and Wall.

The minutes of the meetings of the Board of Direction of June 6th, July 11th, and September 12th, 1921, were approved.

The following minutes of the meetings of the Executive Committee of July 11th, and September 12th, 1921, were approved, and the actions therein described were made the actions of the Board of Direction.

Meeting of Executive Committee, July 11th, 1921.

"The Executive Committee met at 2.25 P. M., July 11th, 1921; President George S. Webster in the chair; Elbert M. Chandler, Acting Secretary; and present also Messrs. Herschel, Hovey, and Acting Chairman Humphrey of the Publication Committee.

"The suggestion made by Vice-President Stuart at the meeting of the Board of Direction on June 6th, 1921,* which was referred to this Committee, that the Executive Committee present to the Board some broad plan by which from 100 to 250 men in the Profession can be honored by the Society in some way, was considered, and the following motion was made by Treasurer Hovey, seconded by Past-President Herschel, and carried unanimously:

" 'That the Acting Secretary be authorized to communicate with Mr. Stuart and that he prepare, to present to the Executive Committee at its next meeting, his ideas in connection with this matter.'

"The Acting Secretary reported that, as authorized at the meeting of the Board of Direction of June 6th, 1921,† President Webster had appointed Messrs. McConnell, Langthorn, and Brown, a Committee to consider the Joint Committee Report on Quantity Survey and Payment for Estimating; Recommended Procedure to Owners and Investors, Architects, Engineers, and Contractors, prepared by a Joint Committee representing the American Institute of Architects, American Engineering Council of The Federated American Engineering Societies, and the Associated General Contractors of America, which report has received the approval of these organizations; that the latter organization is holding up the publication of the report pending receipt of the approval of this Society; further, that Chairman McConnell had written to President Webster, under date of June 29th, 1921,‡ stating: 'it is requested that you accept this letter as the recommendation of your Special Committee endorsing the subject matter sent out by the Joint Committee and recommending that the American Society of Civil Engineers give the Joint Report a prompt endorsement.'

"After discussion, the following motion was made by Past-President Herschel, seconded by Treasurer Hovey, and carried:

" 'That this matter be referred to the full Board and that prior to the meeting copies of the report be sent to each Director.'

"The following letter of July 8th, 1921, from Herbert C. Hoover, M. Am. Soc. C. E., requesting that a member of this Society be appointed to represent

* *Proceedings*, Am. Soc. C. E., August, 1921, p. 589.

† *Proceedings*, Am. Soc. C. E., August, 1921, p. 583.

‡ Director McConnell has asked that the following be inserted: "calling attention to the unanimous endorsement of the Joint Committee Report by the members of the Special Committee.

it at the meeting of a committee to consider dates on Highway Contracts, was read by the Acting Secretary:

"'JULY 8TH, 1921.

"'E. M. CHANDLER, *Secretary,*
"'AMERICAN SOCIETY OF CIVIL ENGINEERS,
"'29 West 39th Street, New York City.

"'MY DEAR MR. CHANDLER.—I am very anxious to secure the appointment of a committee of representatives of our leading engineering societies to consider the question of shifting dates under which contracts for highway construction are let. This applies with more emphasis than usual to the present situation when we are confronted with tremendous unemployment during the next winter.'

"'If our various States would make their contracts for road building in the fall this would maintain some employment in the distribution of material during the winter; but of even more importance the States would also be able to define their requirements to the material and equipment manufacturers and thus stimulate employment in that quarter at an earlier season.'

"'The time is rather short for action in the matter and I, therefore, would like if you would take up with the Directors in the Society and ask them if they could appoint some one member to represent you on a committee that I am calling to a meeting in Washington on Monday, July 18th, 1921, at twelve o'clock.'

"'My general view is that if a committee of engineers upon examination found it an advisable policy for the States to place contracts earlier than is done I would address a letter to the Governors of these States, urging that it be done. In so doing I would expect the support and assistance of the engineering bodies of the country in seconding my efforts.'

"'Yours faithfully,
"'HERBERT HOOVER.'"

"On motion, duly seconded and carried, the President was authorized to appoint such representative, and he subsequently appointed William B. Uhler, M. Am. Soc. C. E.

"The following letter dated June 8th, 1921, from Herbert C. Hoover, M. Am. Soc. C. E., requesting that one of the members of this Society be appointed to co-operate with the Building Code Committee of the U. S. Department of Commerce, was read by the Acting Secretary:

"'JUNE 8TH, 1921.

"'AMERICAN SOCIETY OF CIVIL ENGINEERS,
"'33 West 39th Street, New York, N. Y.

"'DEAR SIRS.—I have recently appointed a committee to define some of the needless variations and disagreements in building codes, and to suggest amendments. The names of the members of the Committee and their associations are given on the sheet enclosed. [Edwin H. Brown, Architect, Minneapolis, Minn., Chairman, Committee on Small Houses, American Institute of Architects; William K. Hatt, Professor of Civil Engineering, Purdue University, Lafayette, Ind., Specialist on Structural Materials; Rudolph P. Miller, Superintendent of Buildings, New York City, Chairman, Building Officials' Conference; J. A. Newlin, in Charge of Timber Tests, U. S. Forest Products Laboratories, Madison, Wis.; Ernest J. Russell, Architect, St. Louis, Mo., well-known authority on building construction; Joseph R. Worcester, Consulting Engineer, Boston, Mass., Specialist on Structural Steel Construction; Ira H. Woolson, Chairman, Consulting Engineer, National Board of Fire Underwriters, New York City.]'

"'The interest of your organization in this general subject, and its contact with construction problems, lead me to ask if you could arrange for one of

the members of your organization to be appointed to co-operate from time to time with this Committee?'

"'At the outset it would be helpful if such a representative of your organization would gather any data upon this subject that may have been compiled by any of your committees and would forward it for the use of the Building Code Committee, care of the Department of Commerce.'

"'Regarding this work as of special importance at this time, I will be very grateful for your co-operation.'

"'Yours faithfully,

"'HERBERT HOOVER.'"

"On motion of Treasurer Hovey, seconded by Past-President Herschel, and carried, the President was authorized to appoint such member, and he subsequently appointed James H. Edwards, M. Am. Soc. C. E.

"Chairman Humphrey, of the Committee on Licensing Engineers, explained that the June Board meeting had appropriated $50 for the expenses of his Committee, and that the bill from the stenographer for reporting the hearing held on June 7th, 1921, amounts to $111.25; also, that hearings will probably be held in August, September, October, and November, at a probable average expense of $100 each; that the Committee feels this is one of the most important matters before the Society at the present time, and that it is essential that there shall be a stenographic record of everything that is said.

"The following motion was made by Past-President Herschel, seconded by Treasurer Hovey, and carried:

"'That it is the consensus of opinion of the Executive Committee that stenographic notes be taken of the meetings and that the Chairman be authorized to arrange if possible for other participants to share the expense and be furnished copies of the report, and that distribution of the report be left to the discretion of the Committee.'

"On motion of Past-President Herschel, duly seconded and carried, the payment of the bill of $111.25 of the stenographer was authorized. [It is expected that the Society will be reimbursed so that the appropriation of $50 will not be exceeded.]

"The Acting Secretary reported that W. L. Stevenson, Secretary of the Nominating Committee, under date of June 28th, 1921, had advised him of the members of the Nominating Committee in attendance at the meeting of the Committee held in New York City on June 25th, 1921, and that Mr. Stevenson had stated: 'Mr. D. H. Maury, representative of District No. 8, did not attend the meeting, but Mr. Chevalier, representative of District No. 1, informed the Committee that Mr. Maury had come to New York, had been taken ill and, at the time of the meeting, was confined in a hospital.'

"On motion of Past-President Herschel, seconded by Treasurer Hovey, and carried, mileage was allowed Mr. Maury.

"On motion, duly seconded, and carried, November 1st, 1921, was fixed as the date for closing the receipt of the Preliminary Suggestions for Members of the Nominating Committee, and 10 A. M., January 16th, 1922, as the date for closing the receipt of the Final Suggestions; and the President was authorized to appoint a committee of three resident Directors to canvass these Suggestions. [The usual dates of issue are September 15th and December 15th, respectively.]

"The Acting Secretary called attention to the resolution adopted by the Board of Direction at its meeting of April 26th, 1921,* providing for the publication in *Proceedings,* issued immediately after the nomination of the several candidates for office, a biographical sketch of each candidate, including his professional record, and to the provision of the Constitution requiring that

* *Proceedings,* Am. Soc. C. E., May, 1921, p. 460.

directly after October 1st, the list of nominees shall be mailed to the Corporate Membership; and authorization was given for the publication of these biographical sketches in the October, 1921, *Proceedings.*

"The Acting Secretary presented a letter from Chairman Talbot, of the Committee to Make Recommendations on Personnel of Committee of 7 or 9 on Research and on the Personnel of not more than 15 Representatives (to include the members of the Committee on Research) of the Society on the Advisory Committee on Civil Engineering of the Division of Engineering of the National Research Council, to President Webster, dated July 8th, 1921, asking whether the President could be authorized to appoint the Advisory Committee on Research so that the arrangements could be made during the summer.

"It was decided to let this matter go over until the October Board meeting.

"Adjourned 4.05 P. M."

Meeting of Executive Committee, September 12th, 1921.

"The Executive Committee met at 2.30 P. M., September 12th, 1921; President George S. Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, Messrs. Herschel, Hovey, Hunt, and Stuart (came in at 3.30 P. M.)

"On motion, duly seconded, and carried, the President was authorized to appoint the necessary Tellers to canvass the ballots on the proposed Revised Constitution to be made at the October 5th, 1921, Society Meeting.

"It was reported that arrangements have been made whereby the New York Section will take charge of the second meeting of the month as was done with success last year, but that the sessions of the New York Section do not begin until October and this leaves the meeting for September 21st, 1921, unprovided for.

"The Acting Secretary suggested that as there is no specific provision in the Constitution necessitating the holding of a meeting on the third Wednesday of each month, that the Executive Committee authorize him to hold no meeting on the third Wednesday in September.

"On motion, duly seconded, and carried, the authority requested was granted.

"It was further reported that the first Wednesday in November is November 2d, 1921, but the Publication Committee would like the Board to cancel such Society meeting and have meetings on or about November 16th, 1921 [two weeks later] as it is planned to have a general conference on Problems in Sanitation, and if the date is so changed it will enable those attending the meeting of the American Public Health Association at that time also to attend the Society meeting, thereby insuring a much fuller discussion of this important subject. [November 16th, 1921, is the date of the New York Section Meeting, but the Section will let the Society have that date.]

"On motion, duly seconded, approval was given to hold the Society meeting on November 16th, 1921, and the Acting Secretary was instructed to take such steps as are necessary to comply with the Constitution relative to the Society meeting on the first Wednesday in November.

"It was reported that, in accordance with informal approval received from individual members of the Executive Committee, and by letter of July 18th, 1921, from President Webster, stating that he believed it would be proper for the Society to urge the appointment of an Engineer to succeed Judge Prouty as Director of Valuation, Interstate Commerce Commission, the Acting Secretary wrote to Chairman Clark, of the Interstate Commerce Commission, urging the appointment of some qualified professional engineer for this most important work.

"In his reply of July 21st, 1921, Chairman Clark states that the suggestion will be given full consideration, and, for the Commission, expresses apprecia-

tion of the spirit of constructive helpfulness, good-will, and co-operation in which the Acting Secretary wrote.

"The Acting Secretary reported that on hearing of the election of Prof. Henry H. Geffcott, as Secretary of the Institution of Civil Engineers, he had written Prof. Geffcott, a letter of congratulation, and presented the following reply which he had received, dated August 31st, 1921:

"'I thank you most warmly for your kind letter of congratulations and good wishes to me on my appointment to the Secretaryship of the Institution of Civil Engineers.

"'I look forward with much pleasure to my new work. I need hardly say I heartily reciprocate your wishes for cordial co-operation between our Institutions, and I trust that our work may be mutually helpful in the interests of our common profession.'"

"The following action of the Board of Direction at its meeting of August 9th, 1920,* was reported:

"'*Moved:* That the consideration of the technical activities of the Society as a whole, and also of its Sections, be made a matter of special discussion by the Board of Direction at its Fall Meeting, and that the Publication Committee be requested to prepare and send out in advance of such Meeting a general review of the subjects considered suitable for such discussion.'

"It was further reported that at the meeting of July 20th, 1921, the Publication Committee decided to suggest to the Board that this work be turned over to the recently appointed Committee on Technical Activities, thus relieving the Publication Committee of this responsibility.

"On motion, duly seconded, the Acting Secretary was instructed to notify the Chairman of the Committee on Technical Activities of the action of the Publication Committee.

"An invitation received September 6th, 1921, from the Trustees and Faculty of The Pennsylvania State College to the Society to be represented by a delegate at the inauguration of Mr. John Martin Thomas as President of The Pennsylvania State College, on October 14th, 1921, was presented.

"On motion, duly seconded, and carried, the President was authorized to appoint such a delegate.

"A letter was presented, dated July 18th, 1921, from William Spraragen, Secretary of the Committee on Welded Rail Joints, stating that the American Bureau of Welding is endeavoring to organize such a committee and had held a preliminary organization meeting on June 9th, 1921, the minutes of which have been received, and asking for the appointment of two representatives of this Society on such committee which will hold its first meeting on September 23d, 1921; and that if it is not possible to appoint official representatives one week prior to that date, Mr. Spraragen states that he trusts two temporary representatives may be appointed, who would be interested in the work.

"On motion, duly seconded, and carried, the Acting Secretary was instructed to communicate with Mr. Spraragen to the effect that no representatives, temporary or permanent, can be appointed until the full meeting of the Board of Direction, but that the Society would be glad to receive the minutes of the preliminary meeting for presentation to the Board.†

"The suggestion made by Vice-President Stuart to the meeting of the Board of Direction of June 6th, 1921, which was referred to the Executive Committee—that it present to the Board some broad plan whereby from 100 to 250 men in the Profession can be honored by the Society in some way—was considered, this Committee having asked Mr. Stuart, who was absent

* *Proceedings*, Am. Soc. C. E., September, 1920, p. 640.

† See p. 859.

at the last meeting, to prepare for presentation to the Committee his ideas in regard to the matter.*

"After full discussion of this subject, and presentation by Mr. Stuart of his ideas, it was finally concluded that Mr. Stuart should submit a written statement outlining in detail his ideas, and that the Executive Committee would report progress at the meeting of the Board on October 10th, 1921.

"The question of publishing portraits of Past-Presidents in *Transactions* was discussed, the Library Committee having recommended to the Publication Committee that such portraits be published in the volume of *Transactions* for 1921, together with a brief biography on the page facing the photograph, and that in the future each yearly volume of *Transactions* contain the portrait of the President for that year.

"The Publication Committee decided that as this involved a matter of policy, it should be referred to the Board.

"The Acting Secretary reported that he had circularized the Executive Committee, because to include such portraits in the 1921 *Transactions* required prompt authorization, but that he had not received answers sufficiently definite to permit the inclusion of such portraits in the volume of *Transactions* for 1921, which has now gone to press.

"On motion, duly seconded, and carried, this matter was referred to the Board.†

"A letter dated September 10th, 1921, was presented from Jay Turley, Assoc. M. Am. Soc. C. E., together with copy of U. S. Senate Bill No. 2194 'to encourage the development of the agricultural resources of the United States and the establishment of rural homes through Federal and State co-operation by the employment and settlement of veterans of the Great War upon the land,' which has been referred to the Committee on Irrigation and Reclamation.

"On motion, duly seconded, and carried, the President was authorized to appoint a committee of the Board to report on this subject to the October Meeting.

"The President subsequently appointed Messrs. Davis, Grunsky, and Anderson, as such Committee.

"Adjourned at 4.05 P. M."

The President appointed Messrs. Darrow and Hoyt as Tellers to canvass the Membership Ballot. The Tellers subsequently reported and the President declared the election of candidates.

Report of Finance Committee.

The Acting Secretary presented for Chairman Herschel, of the Finance Committee, the following report:

"To the Board of Direction,
American Society of Civil Engineers:

"Your Finance Committee met on June 7th, and September 12th, 1921, these being the only meetings which it has held since the June 6th, 1921, Board Meeting. In addition to certain matters of routine, consideration was had of specific questions which are outlined, as follows:

"After careful consideration of the request of the Special Committee on Bearing Value of Soils for Foundations for an additional appropriation of $3 600, which was referred to your Committe, it was:

"'*Voted:* That in the opinion of the Finance Committee this Society should not appropriate additional funds at the present time for the Special Committee to Codify Present Practice on the Bearing Value of Soils for Foundations.'

* See p. 840.
† See p. 858.

"'In view of the many useful expenditures of Society funds which can be made and the condition of the budget, we recommend that such appropriation be not now made.'

"It was unanimously agreed to ask the Board of Direction to authorize the sale of the Fifty-seventh Street property by the Finance Committee whenever an advantageous opportunity is presented, on condition that the unanimous consent of the Committee, plus the approval of the then President, be obtained.

"All of which is respectfully submitted.

"Clemens Herschel,
"Chairman."

On motion of Director Humphrey, duly seconded, and carried, the recommendation of this report in regard to additional appropriation for the Special Committeee on Bearing Value of Soils for Foundations, was adopted.

The recommendation in regard to the sale of the Fifty-seventh Street property of the Society, which had previously been forwarded to each Director, namely, "to ask the Board of Direction to authorize the sale of the Fifty-seventh Street property by the Finance Committee whenever an advantageous opportunity is presented, on condition that the unanimous consent of the Committee, plus the approval of the then President, be obtained," was then discussed by the following (and the previous action of the Board in this matter, taken November 9th, 1920,* was recited): Messrs. Anderson, Beahan, Cummings, Curtis, Grunsky, Henny, Herschel, Hogan, Humphrey, Langthorn, Marston, Pegram, Talbot, Wall, and Webster.

Past-President Herschel moved that the recommendation of the Finance Committee be adopted.

Director Henny offered as an amendment that a minimum net price of $500 000 be fixed.

Vice-President Hunt offered the following as an amendment to the amendment:

"That the resolution as proposed by Past-President Herschel be amended, placing a minimum net price of $600 000, provided advice of counsel is to the effect that the Board has power to delegate the authority to the Committee."

This amendment was seconded by Director Humphrey.

A show of hands on Vice-President Hunt's amendment resulted in 12 "ayes" and 9 "noes".

The President announced the amendment as carried and stated that it acted as a substitute for Director Henny's amendment.

Past-President Herschel's original motion as amended was then carried by an "aye" and "no" vote.

A report of receipts and disbursements from January 1st to September 30th, 1921, together with a comparison of the same items for the preceding year, with a report of the auditors, Messrs. Lybrand, Ross Bros. and Montgomery, certifying to the correctness of the books to date, was presented to the Board by the Acting Secretary, and copies were distributed to the members present.

Report of Publication Committee.

Chairman Hunt, of the Publication Committee, reported, in regard to the proposed publication in pamphlet form of rules for the formation of Local

* *Proceedings*, Am. Soc. C. E., December, 1920, p. 896.

Sections, which the Board had referred to his Committee, that the Committee had decided against such publication in view of the existence of a form letter giving the essential information.

He then presented the following report:

"TO THE BOARD OF DIRECTION
OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS.

"GENTLEMEN.—The question as to whether or not the American Society of Civil Engineers shall solicit and publish advertisements in its monthly *Proceedings* is one that has been frequently brought before the Board of Direction of the Society and its Committee on Publications.

"The subject has been discussed at several meetings of the present Committee on Publications and very marked divergences of opinions have been expressed. The Committee feels that it is futile to bring the matter before the Board again unless it can present a reliable estimate as to the probable financial result.

"To obtain the data for such an estimate will require correspondence with possible advertisers to ascertain what amount of advertising can be secured and the returns from and cost of same.

"The Committee feels that it should not do this without special authorization from the Board, and is not willing to undertake the task if the majority of the Board is opposed *a priori* to the insertion of advertising in *Proceedings*.

"The Committee requests instructions in the premises.

"Respectfully,
"Committee on Publications,
"A. M. HUNT,
Chairman."

Chairman Hunt further suggested that a notice be sent out that a business meeting will be held (November 2d, 1921), at which there will be no programme and presumably there will not be a quorum. The Acting Secretary was instructed to hold the meeting, announce no quorum, in that event, and then adjourn until November 16th, 1921.

After discussion, on motion of Director Humphrey, duly seconded and carried, the dates were fixed as November 16th and 17th, 1921.

Chairman Hunt continued with the report of the Publication Committee in regard to advertisements in *Proceedings*.

Discussion was participated in by Messrs. Brown, Cummings, Grunsky, Henny, Hoyt, Humphrey, Hunt, and Talbot, and on motion by Director Humphrey, duly seconded, the following resolution was unanimously adopted:

"That it is the sense of this meeting that the Board is not *a priori* opposed to the insertion of advertising in *Proceedings*, provided net revenue in material amount may be derived therefrom and to that end instructs the Publication Committee to make a survey of the situation for the purpose of returning an estimate of the probable income from such source and report to the Board."

COMMITTEE ON SPECIAL COMMITTEES.

In the absence of Chairman Davis of the Committee on Special Committees, the Acting Secretary reported, for the information of the Board, that this Committee had under consideration:

(1).—Suggested Appointment of a Committee to Study the Surveying and Mapping Situation and to Co-operate with the U. S. Coast and Geodetic Survey in its Activities.

(2).—Electrification of Steam Railways.

(At its meeting of March 7th, 1921* the Board decided not to appoint a Committee on Electrification of Steam Railways, but the Committee on Special Committees was instructed to investigate this question and take up the matter with other Societies in order to see in what way this Society could co-operate with other Societies in this direction.)

(3).—Suggestion by L. D. Rights, M. Am. Soc. C. E., that a Committee be Appointed to Investigate and Report on Working Stresses for Structural Steel.

(4).—Suggestion that the Society have a Card Index of Data on the Experience and Qualifications of the Membership.

This suggestion was made by A. W. Buel, M. Am. Soc. C. E., and the Board at its meeting of June 6th, 1921,† referred it to the Committee on Special Committees.

In regard to this latter item, the Acting Secretary reported that two members of the Committee had approved the suggested form.

On motion of Director Humphrey, duly seconded and carried, this form was approved, and the members of the Society are to be advised that they can bring their records up to date at any time. The understanding is that this form, in duplicate, will only be forwarded to the membership every five years.

Recess was taken for luncheon at 1 P. M.

The Board reconvened at 2.30 P. M., with the same attendance as in the forenoon, except that Director O'Connor was absent, and Vice-President Stuart came in at 5.10 P. M.

Vice-President Hunt reported progress for himself and Director Elwell as representatives of the Society on the Committee on the Proposed Universal Code of Ethics.

U. S. CIVIL ENGINEERS.

Concerning a letter to the Acting Secretary by Gen. Lansing H. Beach, M. Am. Soc. C. E., Chief of Engineers of the United States Army, under date of June 23d, 1921, in regard to the resolution‡ adopted by this Board, March 8th, 1921, concerning the policy of the War Department in the employment of civilian engineers in the prosecution of river, harbor, and other civil works, and urging that Congress create the office of U. S. Civil Engineer, extended discussion ensued, participated in by Messrs. Anderson, Beahan, Brown, Cummings, Elwell, Greene, Grunsky, Henny, Herschel, Hoyt, Hogan, Humphrey, Hunt, Marston, Pegram, Talbot, and Wall. Director Humphrey offered the following resolution which was duly seconded and carried unanimously:

"The Board of Direction has considered the protest of General Lansing H. Beach, Chief of Engineers, U. S. A., and can see no reason why it should reconsider its resolution of March 8th, 1921; but inasmuch as there seems to

* *Proceedings*, Am. Soc. C. E., April, 1921, p. 378.

† *Proceedings*, Am. Soc. C. E., August, 1921, p. 586.

‡ *Proceedings*, Am. Soc. C. E., April, 1921, p. 385.

be some ambiguity as to its intent the Board would state that there was no intention to reflect either upon the Chief of Engineers, or of the office of the Chief of Engineers, but that the resolution was directed against the system governing the employment of civilian engineers engaged in river and harbor work of the Government."

On motion of Past-President Curtis, seconded by Treasurer Hovey, and carried, it was decided that the Board would adjourn at 5.30 P. M., to meet on October 11th, 1921, at 9 A. M.

Sanitary Engineers in U. S. Public Health Service.

Chairman Anderson, of the Committee appointed to report in the matter of having Sanitary Engineers in the U. S. Public Health Service commissioned on the same basis as Medical Officers, presented the following report:

"August 4th, 1921.

"To the Board of Direction
"American Society of Civil Engineers:

"Gentlemen.—Your Committee appointed to consider and report on the matter of having Sanitary Engineers in the U. S. Public Health Service commissioned on the same basis as Medical Officers, following upon investigation of the situation, beg to submit the following report.

"A bill has been introduced into Congress by Representative Sweet, H. R. No. 7541, providing for a commissioned status to Sanitary Engineers in the United States Public Health Service, and is now under consideration by the Committee on Interstate and Foreign Service.

"We are of the opinion that such provision is desirable and necessary in order that the Government may command the services of Engineers of the qualifications required to advance the Public Health Service, and as no additional appropriations or expenditure of funds are contemplated by the Act, we recommend that the Board of Direction approve and endorse the measure, and use its best influence among Congressmen to secure its speedy enactment into law.

"Respectfully submitted by

"Arthur N. Talbot
"John C. Hoyt
"George G. Anderson, *Chairman*"

On motion of Director Anderson, seconded by Director Beahan, and carried unanimously, this report was adopted, and the Acting Secretary was instructed to send a copy of it to interested parties.

Director Grunsky, of the Committee to Report on Senate Bill *re* Encouragement of Agricultural Resources of the United States, reported progress.

Visits to Local Sections.

The following motion was made by Director Humphrey, seconded by Past-President Herschel, and carried unanimously:

"*Moved:* As a matter of record that provision be made in next year's budget for the expenses of the Secretary for visiting the Local Sections of the Society."

Revision of the Constitution.

The Acting Secretary reported the result of the canvass of ballots on the proposed Revised Constitution on October 5th, 1921, which Revised Constitution was announced as carried at the Society Meeting held on that evening.*

In this connection, the Acting Secretary further reported the following matters for instructions in the premises:

(1).—That no provision is made in the new Constitution for payment of dues by members outside of North America.

On motion of Past-President Herschel, seconded by Director Grunsky, the following was unanimously carried:

"Resolved: That the annual dues payment by members resident outside of North America shall be as follows: Corporate Members, $20, Affiliates, $15, Juniors, $10."

Director Humphrey raised the question as to whether the Board could fix the dues of members outside of North America, and the Acting Secretary reported that an amendment to the Constitution relative to this matter would be drafted later.

(2).—That Messrs. Hovey, Clark, and Hogan have been appointed a Committee to Canvass the Preliminary and Final Suggestions for Members of the Nominating Committee, but that under the new Constitution there will be no Nominating Committee.

Treasurer Hovey moved that the aforesaid Committee be discharged, and that the Preliminary Suggestions received be destroyed and nothing further done in this matter. This motion was duly seconded and carried.

(3).—That, in the new Constitution, there is no "Associate" grade, but that the same wording is used in describing the new grade of "Affiliate" as is used in the old Constitution describing the qualifications for the grade of Associate.

Past-President Herschel moved that the following motion be adopted, and that an amendment to the Constitution be drafted which will cover this point legally:

"That hereafter the Associates now in the Society, or that may be elected before the new Constitution goes into effect, shall be classified as and called 'Affiliates'."

This motion was seconded by Treasurer Hovey and unanimously carried, discussion thereon being participated in by Messrs. Curtis, Grunsky, Humphrey, Talbot, and the Acting Secretary.

It was further decided that the abbreviation "Affiliate, Am. Soc. C. E." should be used in all cases.

(4).—That the new Constitution provides that "The Board of Direction shall secure satisfactory surety for the faithful performance of the duties of the Secretary * * * ".

On motion of Past-President Herschel, seconded by Treasurer Hovey, and unanimously carried, bond for the Secretary was fixed at $5 000, with the understanding that the Society is to pay the expense of the bond.

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* *Proceedings*, Am. Soc. C. E., October, 1921, p. 789.

The Acting Secretary further reported that the new Constitution contemplates an Executive Committee to perform the functions of both the present Executive Committee and the Finance Committee; and that a large number of matters will come up immediately for interpretation and ruling on the operation and amendments to the new Constitution.

On motion of Director Grunsky, seconded by Director Beahan, the following resolution was unanimously adopted:

"*Resolved:* That the Executive Committee to be selected by the Board from its members to serve from November 5th, 1921, until the Executive Committee for 1922 is selected, be empowered to act at once in co-operation with the Acting Secretary, with plenary power, in all matters involving the operation of the revised Constitution and proposed amendments thereto, including authority to engage counsel, and to report to the Board at its next regular meeting.

"The Executive Committee shall consist of the President as Chairman; the present Chairman of the Finance Committee as Vice-Chairman; the Chairman of the Publication Committee; Chairman of the Library Committee; and the Treasurer. The Vice-Chairman shall be empowered to countersign against the funds of the Society in lieu of the Chairman of the outgoing Finance Committee."

Attention was called to the provision in the new By-Laws requiring a minimum membership of 20 students for a Student Chapter which should be changed to 12 in accordance with previous ruling of the Board that the minimum membership of a Student Chapter should be 12.

Also, that, in the new Constitution, it is stated:

"The Board of Direction may by a two-thirds vote of those present at a meeting duly called, amend the By-Laws consistently with this Constitution, provided that a written notice of such proposed amendment shall have been given at a previous meeting of the Board of Direction, and that the Secretary shall have mailed a copy of such proposed amendment to each member of the Board at least thirty days before the meeting at which action thereon is to be taken."

The President announced that this be considered written notice of such proposed amendments to the By-Laws and matter will come up for final consideration in January.

Committees on External Relations.

It was reported that at the meeting of the Board of Direction, on November 9th, 1920, a Committee of Corporate Members was appointed to consider and make recommendations to the Board on or before January 1st, 1921, of its suggestions for determining and governing the "external relations" of this Society with other Engineering Societies.*

At the same Board meeting a committee consisting of all the Past-Presidents of the Society was appointed to review and transmit to the Board the report of the Committee of Corporate Members.

In regard to this matter, the January 17th, 1921, Board Meeting adopted the following resolution:†

* *Proceedings,* Am. Soc. C. E., December, 1920, p. 909.

† *Proceedings,* Am. Soc. C. E., February, 1921, p. 163.

"That this Board of Direction suggests to the incoming Board of Direction in the light of the two reports just received (from the Committee of Corporate Members to Consider External Relations and from the Committee of Past-Presidents appointed to review and transmit to the Board the former report) that it would be to the advantage of the Society to have the Board of Direction sit as a Committee of the whole on matters touching upon the external relations of the Society at its Quarterly Meetings, and to appoint in such centers or districts, as may appear to it desirable, Local Committees to act under the Chairmanship of the member of the Board of Direction of the district upon these matters, in order that the work of the Committee and of the Society may be properly co-ordinated without undue expense to the Society."

At the March 7th, 1921, Board Meeting action in the matter was deferred until after the Annual Convention and at the June 6th, 1921, Board Meeting the matter was again deferred until after the canvass of the ballots on the proposed revised Constitution. As this revised Constitution has now carried and as it provides for a Public Relations Committee to consist of five members, one from the Board of Direction, and one from each of the four Vice-Presidential Zones, a tentative outline of these Vice-Presidential Districts was submitted for the consideration of the Board, and the question of the appointment of such Public Relations Committee and a review of the proposed District boundaries was brought up.

After discussion by Messrs. Curtis, Grunsky, Herschel, Hoyt, Humphrey, Talbot, and Wall, Director Humphrey moved that this matter be referred to a committee of five to be appointed by the President to consider the matter of Districts and Zones and report at the January, 1922, meeting.

This motion was seconded by Vice-President Wall and carried by a show of hands, resulting in 13 "ayes" and 3 "noes".

Elections to Honorary Membership.

The President appointed Past-Presidents Talbot and Curtis as Tellers to canvass the ballots on Honorary Membership.

The Tellers subsequently reported, and the President announced that as the result of this canvass, there had been elected as Honorary Members of the Society:

Howard Adams Carson,
Luigi Luiggi,
Charles Prosper Eugene Schneider.

Adjourned at 5.30 P. M. to meet October 11th, 1921, at 9 A. M.

October 11th, 1921.—The Board reconvened at 9.15 A. M.; President Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, Messrs. Anderson, Brown, Curtis, Darrow, Elwell, Greene, Grunsky, Henny, Herschel, Hovey, Hoyt, Hudson (came in at 11.25 A. M.), Humphrey, Hunt, O'Connor (came in at 11 A. M.) Pegram, Stuart (came in at 11.15 A. M.), Talbot, and Wall (came in at 9.50 A. M.).

TECHNICAL INTERESTS AND ACTIVITIES OF THE SOCIETY.

The Acting Secretary read the following report from the Committee to Promote the Technical Interests and Activities of the Society:

"NEW YORK, OCTOBER 3D, 1921.

"TO THE BOARD OF DIRECTION
OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS:

"SIRS.—Your 'Committee to Promote the Technical Interests and Activities of the Society' having held a meeting at the Society House in New York on October 2d, 1921, at which there were present Messrs. Chester, Holland, Ralston, Stevenson, and the Chairman, has the honor to submit this general report on the subjects referred to it.

"The Committee ventured to allow the following principle to control its deliberations:

"That the duty of such special committees should in general be limited to the presentation of a programme of action, the administration of which should be left to the regularly constituted authorities of the Society.

"Assuming that it shall have herein presented such a programme, your Committee respectfully requests that it be discharged.

"Your Committee believes that the most promising agency for promoting the technical interests and activities of the American Society of Civil Engineers will be found to be the Local Sections, and their stimulation is considered of paramount importance.

"It is recommended that the Local Sections be urged to provide for themselves a programme of technical activities involving the selection of persons to present papers and also of persons to submit prepared discussions thereof after perusal of advance copies of the papers, but without in any way limiting extemporary discussion, to the end that the best technical thought of the community may be concentrated on the subjects presented.

"It is further recommended that each Local Section create a Committee on Publication, of not less than three members, whose duty it shall be to pass on the merits of papers and discussions presented before the Section and to classify them into the following four groups:

"(*a*) Papers and discussions suitable for publication and general discussion in the *Proceedings* of the Society.

"(*b*) Papers and discussions desirable for permanent filing in the archives of the Society and for publication in abstract in the *Proceedings*; and in the event of the publication of such abstracts notice should be given that copies of the original documents will be furnished to members desiring them, at the cost of reproduction.

"(*c*) Papers and discussions of peculiar interest to another Section or other Sections, but not of such general interest as to warrant presentation in whole or in abstract in *Proceedings*, in which case the Committee should be authorized to transmit copies of the papers and discussions to such interested Section or Sections.

"(*d*) Papers and discussions of such limited interest or scope that their presentation in other Sections or in the publications of the Parent Society is unwarranted.

"It is further recommended that in the event of a paper being received by the Society which has not passed through the hands of a Local Section and which appears to be of particular interest to a Local Section or Sections, that it be forwarded to such Local Section or Sections for discussion and consideration prior to publication in the *Proceedings* of the Society, in which case the paper and its discussions shall receive the same treatment at the hands of the

Committee on Publication of such Local Sections as though originating in the Local Sections.

"It is contemplated that papers receiving the recommendation of the Committee on Publication of any Section for publication in full or in abstract in the *Proceedings* of the Society shall be transmitted by the Secretary of the Local Section with the endorsement of the Local Committee on Publication to the Secretary of the Society whence it should follow the regular course heretofore established for papers submitted to the Society.

"Your Committee quotes with its full indorsement from the unanimous report on 'Technical Activities' of the 'Committee on Development' the recommendations:

" 'That the fortnightly meetings of the Parent Society be discontinued.'

" 'That the semi-annual meetings of the Parent Society be supplemented by the addition of a spring and fall meeting, held successively in different sections of the country in co-operation with Local Sections, and that at these meetings as well as at the Annual Meeting and the Annual Convention attention be given to technical and broad economic problems, and that at the Annual Convention at least half the time should be scheduled for the serious consideration of technical matters.'

"Your Committee endorses the recently adopted policy of the Publication Committee of the Board, to develop a comprehensive outline of technical subjects of general and national scope for presentation and discussion, to be considered at the above recommended four general meetings of the Society.

"It is recommended that subjects of minor, local, and special interest be left to the initiative of Local Sections and of individual members.

"It is further recommended that the papers and discussions heretofore presented before Local Sections, which may be in condition for publication, receive the same consideration as hereinbefore recommended for papers to be hereafter so presented.

"If the condition of the Society's finances prevents the carrying out of the programme as outlined, it is recommended that the Society adopt as liberal a policy as is consistent with its finances, in the publication of the technical productions of its Local Sections.

"Your Committee believes that the greatest deterrent to the advancement of technical activities in the Local Sections is the lack of funds, and as the carrying out of the programme herein proposed will involve a considerable expenditure of both time and money on the part of the members of the Local Sections, your Committee urges that a portion of the dues of the active members in each Section which may undertake the programme herein contemplated, be allotted to the Section to provide for the expenses involved.

"In accordance with the general spirit of this report and the principle heretofore enunciated, your Committee requests to be relieved of the responsibility of supervising the work of the sub-committees, seeing that they function properly and recommending changes in the personnel thereof. It is believed that such control can be better exercised by the regularly constituted officers of the Society than by a Committee whose members are widely separated geographically and could only be brought together at infrequent intervals, and it appears to your Committee that the direct contact of the Committees of the Local Sections herein proposed, with the Executive Officer of the Society and the elimination of lost motion consequent on functioning through a general Committee on Technical Activities, will more than compensate for any advantages that might come from the latter procedure.

"Further, your Committee believes that the Committees of Local Sections herein proposed will be a more effective means of stimulating the technical activities of the Society than the District Committees contemplated in the

resolution of the Board of Direction, and the nomination of such committees, therefore, has been omitted.

"All of which is respectfully submitted,

"J. N. Chester,
"C. M. Holland,
"J. C. Ralston,
"W. L. Stevenson,
"Gardner S. Williams, *Chairman.*"

Director Humphrey moved that the report be received, which motion was seconded by Director Anderson, and unanimously carried.

The Acting Secretary reported the following motion adopted by the Board on August 9th, 1920:*

"*Moved:* That the consideration of the technical activities of the Society as a whole, and also of its Sections, be made a matter of special discussion by the Board of Direction at its Fall Meeting, and that the Publication Committee be requested to prepare and send out in advance of such Meeting a general review of the subjects considered suitable for such discussion."

The Publication Committee recently recommended this work should be turned over to the Committee on Technical Activities, and at its meeting of September 12th, 1921,† the Executive Committee instructed the Acting Secretary, and he did, notify Chairman Gardner S. Williams, of the Committee on Technical Activities, of the action of the Publication Committee.

The following reply of September 16th, 1921, from Mr. Williams was presented:

"I have yours of September 13th, 1921, calling my attention to action of the Board of Direction in regard to the work of the Committee on Technical Activities. I regret to be compelled to say that the short notice renders it impossible for the Committee to comply with the requests of the Board. I am endeavoring to get a list of nominees for the sub-committee in shape to be submitted to the Board for confirmation at the October meeting, but I do not feel that it will be possible for the Committee to do more than that at this time.

"I have a feeling, too, that there is considerably more being asked of this Committee than was contemplated at the time it was appointed, certainly much more than I understood to be expected of me as Chairman of it. If the Board of Direction wishes to discuss the subject of Technical Activities, I would as an individual and not as a member of the Committee respectfully refer them to Section A of the report of the Committee on Development, presented to the Board of Direction in October, 1919. This Section was prepared after an extended and careful consideration and very free discussion by the Committee whose membership was far more representative than that of the Committee of which I have the honor to be Chairman. That portion of the report, it will be recalled, was unanimously adopted by the Committee, and whatever differences of opinion may have existed or may now exist as to Section C, of said report, those differences should have no influence upon the standing of the other portions of the report, which were the expression of the unanimous judgment of the Committee on Development. I regret very much that my Committee will not be able to meet the wishes of the Board, but, at the same time, it seems to me that some of the matters which have been referred to us should properly be handled by the Publication Committee."

* *Proceedings,* Am. Soc. C. E., September, 1920, p. 640.

† See p. 844.

Director Humphrey moved that the report be referred back to the Committee with the request that it report at the January meeting, covering more completely the matter originally assigned to it.

Past-President Talbot offered the following motion as a substitute:

"To refer this report to a Committee of the Board with the understanding that that Committee will have a good long session before leaving New York and that this Committee be expected to make a report to the Board within 30 days so that something can be considered before the time of the January meeting."

Director Henny seconded Past-President Talbot's substitute motion, which was then carried unanimously.

The President announced that the Committee of the Board would consist of Messrs. Talbot, Chairman, Humphrey, and Hoyt.

Quantity Survey and Payment for Estimating.

"Quantity Survey and Payment for Estimating; Recommended Procedure to Owners and Investors, Architects, Engineers, and Contractors", prepared by a Joint Committee representing the American Institute of Architects, American Engineering Council of the Federated American Engineering Societies, and the Associated General Contractors of America.

This Joint Committee report was presented to the meeting of the Board of Direction of June 6th, 1921,* with the statement from R. C. Marshall, Jr., M. Am. Soc. C. E., General Manager of the Associated General Contractors of America, that his Executive Board had approved the report, as had the American Institute of Architects.

The President was authorized to appoint a committee to consider this matter, and he appointed Messrs. McConnell, Langthorn, and Brown, who reported to the meeting of the Executive Committee of July 11th, 1921,† that they approved. The Executive Committee did not act, but referred the matter to the full Board meeting.

On motion of Director Brown, seconded by Director Humphrey, and unanimously carried, the Committee's report in this matter was approved, and the Committee was discharged.

Reports from the Acting Secretary on Various Activities.

The Acting Secretary reported on the following for the information of the Board:

That the personnel of the Committee on General Form of Contract Standard Clauses was now complete, as follows: H. Eltinge Breed, Chairman; J. H. Brillhart, J. S. Langthorn, Edward H. Lee, Hunter McDonald, George H. Pegram, and Henry H. Quimby.

That the personnel of the Committee on Industrial Education was now complete, as follows: Herman Schneider, Chairman, Leonard S. Smith, and E. J. Mehren.

That acceptances of election to Honorary Membership had been received from Messrs. Samuel Rea and Ambrose Swasey.

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* *Proceedings*, Am. Soc. C. E., August, 1921, p. 583.

† See p. 840.

That President Webster would represent the Society at the inauguration of Frank Aydelotte as President of Swarthmore College on October 22d, 1921.

Change in Personnel of Special Committee on Bridge Design and Construction.

A letter dated October 8th, 1921, was presented from Chairman Henry B. Seaman, of the Special Committee to Consider and Recommend for Adoption a Specification for Bridge Design and Construction, announcing the resignation of Mr. John E. Greiner as a member of that Committee; that the Committee regretted its loss of Mr. Greiner as a most capable and efficient member in its work; and that at the meeting of the Committee on October 7th, 1921, it was unanimously agreed that Past-President George H. Pegram be recommended for appointment by this Board as a member of such Committee.

On motion of Director Humphrey, seconded by Treasurer Hovey, and unanimously carried, Past-President George H. Pegram was appointed a member of the Special Committee to Consider and Recommend for Adoption a Specification for Bridge Design and Construction.

Highway Research.

The following resolution of the American Institute of Consulting Engineers in regard to Highway Research, which had been referred by the meeting of the Board of June 6th, 1921, to Director Marston for report,* was considered:

"*Resolved:* That the Federal Congress be requested and strongly urged to authorize and direct the Secretary of Agriculture to set aside an appropriation, out of any unexpended balance from the sums appropriated by Congress under the Federal Aid Road Act of 1916 and the amendments thereto, a sum not to exceed three hundred thousand dollars, to be expended in research to supply the physical and economic data needed for the intelligent and efficient design, construction, maintenance, and operation of highways; said research to be conducted under the authority and control of the Engineering Division of the National Research Council, by a commission, appointed by the said Engineering Division, of three men, who shall devote their whole time to the work, and shall receive adequate compensation for their services."

Past-President Talbot subsequently offered the following resolution in this connection, which was seconded by Director Grunsky, and unanimously carried:

"*Resolved:* That the Board of Direction of the American Society of Civil Engineers urge upon the Congress of the United States that an appropriation of an adequate sum of money be made to be expended under the direction of the Secretary of Agriculture for research and experimental work to supply the physical and economic data needed for the intelligent and efficient design, construction, maintenance, and operation of highways and that authority be given to take advantage of existing agencies in carrying on this work."

Resolution of Appreciation for Courtesies Extended to the Delegation of American Engineers to England and France.

A dinner was given on the evening of October 10th, 1921, to the American engineers who constituted the delegation from the Founder Societies to the

* *Proceedings*, Am. Soc. C. E., August, 1921, p. 583.

English and French Societies,* and the suggestion has been made that resolutions of appreciation should be adopted for the courtesies extended to that delegation.

Report of the Nominating Committee.

The Acting Secretary presented the report of the Nominating Committee received July 5th, 1921, giving a list of nominees† selected for the offices to be filled at the 1922 Annual Meeting, and reported that, in accordance with the Constitution, he had communicated with each nominee and had received acceptances from each of them.

It was also reported that biographies of the nominees would be published in the October *Proceedings,* in accordance with previous Board action.‡

Portraits of Past-Presidents.

The question of publishing portraits of Past-Presidents, on motion of Director Hoyt, duly seconded, and carried, was referred to the Publication Committee with power to act.

Rules for Award of Arthur M. Wellington Prize.

On motion of Director Humphrey, seconded by Director Grunsky, and carried, the establishment of rules, etc., for the award of the Arthur M. Wellington Prize was referred to the Executive Committee with power and instructions to confer with the donor.

Conference on Railroad Tie Specifications.

A letter was presented from Secretary Agnew, of the American Engineering Standards Committee, dated October 7th, 1921, inviting the Society to send representatives to the Conference on Railroad Tie Specifications to be held on October 25th, 1921, in Washington, D. C.

After discussion by Past-President Talbot and Director Humphrey, the latter moved that Edwin F. Wendt and Edward M. Durham, Jr., Members, Am. Soc. C. E., be appointed as the representatives of this Society to attend this Conference and report back to the Board. This motion was duly seconded and carried.

National Board of Jurisdictional Award.

A letter was presented from R. C. Marshall, M. Am. Soc. C. E., General Manager of the Associated General Contractors of America, dated August 30th, 1921, calling attention to its resolution, *re* the actions of the Brotherhood of Carpenters with respect to the award of the National Board for Jurisdictional Awards in the Building Industry regarding hollow metal doors and trim and hollow metal window frames and sash, and asking that this matter be given as much consideration as possible to the end that the co-operative action of the several bodies may be such as to preclude the possibility of the decisions of the National Board for Jurisdictional Awards not prevailing.

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* See p. 878.

† *Proceedings,* Am. Soc. C. E., October, 1921, p. 808.

‡ *Proceedings,* Am. Soc. C. E., October, 1921, p. 791.

On motion of Past-President Talbot, seconded, and carried, this matter was ordered received and filed.

Proposed Committee on Welded Rail Joints.

An invitation received in July, 1921, to appoint two representatives of the Society on a proposed Committee on Welded Rail Joints was presented from Mr. William Spraragen who states that the American Bureau of Welding is endeavoring to organize such a committee, of which he is Secretary. The Executive Committee considered this matter at its meeting of September 16th, 1921, but decided that it was a matter for the Board to act on.

On motion of Vice-President Cummings, duly seconded, and carried, this matter was referred to L. H. Davis, M. Am. Soc. C. E., the Society's representative on the Board of Directors of the American Welding Society.

Explorative Expedition of Engineering and Scientific Research.

A letter from F. W. Lee, Assoc. M. Am. Soc. C. E., dated August 9th, 1921, was presented, suggesting that an explorative expedition of engineering and scientific research be sent out.

On motion of Director Humphrey, duly seconded and carried, it was decided that it would be inexpedient for the Board to take any action in this matter.

Certificates for Honorary Members.

The Acting Secretary called attention to the fact that when the Board elects an Honorary Member, he is simply informed by letter, and that he would recommend that the Board adopt the policy of granting an Honorary Membership attended by some fitting ceremony. It is suggested that a formal certificate be presented personally by the President at the Annual Meeting to all persons elected during the preceding year.

Director Humphrey remarked that this matter would be discussed in considering the Report of the Committee on Annual Meeting, and suggested that discussion be deferred until that time.*

Constitutions of Local Sections Approved.

The Acting Secretary reported that Constitutions have been received from the proposed Sacramento Section and the North Eastern Section of the Society, which conform in all essentials to the requirements.

On motion of Director Humphrey, duly seconded, and carried, the Constitutions of North Eastern Section and the Sacramento Section were approved, and authorization was granted for the formation of such Sections.

The Acting Secretary reported that the Constitution of the New York Section had been amended by letter ballot canvassed on September 12th, 1921, the amendments being read in full.

On motion of Director Humphrey, seconded by Treasurer Hovey, and duly carried, these amendments were approved.

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* See p. 868.

The Acting Secretary reported that the Seattle Section had requested that an application form be forwarded to each member of the Section.

Discussion on the desirability of sending out application forms was participated in by Past-President Talbot, Vice-President Cummings, and Directors Anderson, Grunsky, Henny, Hoyt, and Humphrey.

On motion of Director Henny, seconded by Director Hoyt, and duly carried, the Acting Secretary was instructed to forward six application forms to each Local Section and Student Chapter and state that the Board deems it desirable that they keep application forms on hand.

International Engineering Congress, 1915.

The Acting Secretary reported for the information of the Board that the affairs of the International Engineering Congress of 1915, are now terminated. A letter of September 1st, 1921, from W. F. Durand, Chairman of the Committee, represents the final closure of all matters relating to the Congress, and encloses a financial statement of account showing a balance of $16.91, which amount Dr. Durand (in accordance with the action of the supporting Societies) forwarded to the Engineering Societies Library, together with the residual material comprising 180 volumes of the *Transactions* of the Congress and six boxes of separate papers.

On motion of Director Humphrey, duly seconded and carried, this action was approved.

Possibility of Establishment of a Paid Employment Bureau by Federated American Engineering Societies.

The Acting Secretary reported, for the information of the Board, the results of circular letter written in August, 1921, to 760 members in an effort to secure engagements for unemployed members of the Society.

In this connection a letter, dated October 10th, 1921, was reported from Secretary Wallace, of the Federated American Engineering Societies, transmitting the following resolutions adopted September 30th, 1921;

"*Whereas,* The need is pressing for a unified employment service for engineers, National in scope, local in application, and financed for adequate service; and

"*Whereas,* The contributions which the constituent societies of the Federated American Engineering Societies are able to make to the Employment Bureau have been found inadequate to provide an Employment Service such as engineers require; therefore, be it

"*Resolved:* That the Executive Board of the American Engineering Council endorses in principle a paid employment service, but with reduced fees to members of organizations supporting said service; and be it further

"*Resolved:* That a Committee of five members of the Executive Board be appointed by the Chairman and that the Boards of Direction of the four Founder Societies be requested each to appoint a member of its Board in order to form a Joint Committee of nine members on Engineering Employment with power to organize an Employment Bureau, on a plan which will invite the cooperation of interested organizations."

President Webster explained this matter. It was discussed by Directors Hoyt and Humphrey, and, on motion of the former, seconded by the latter, and duly carried, the invitation was accepted and the President was empowered to appoint a representative to consider this question with the representatives from the other Societies.

1922 Annual Convention.

At the request of the President, the Acting Secretary presented an invitation from the Convention Bureau of the Springfield, Mass., Chamber of Commerce, to hold the next Convention of the Society at that place.

On motion of Director Humphrey, duly seconded, and carried, this invitation was referred to Past-President Curtis and Director Elwell as the representatives on the Board from District No. 2, for report at the next meeting, as under the sequence adopted for Annual Conventions, the 1922 Convention will be held in that District.

New Student Chapters.

Approval was given to the formation of the following Student Chapters (at such time as the initial dues shall have been paid):

The Bucknell University Student Chapter,
The University of North Carolina Student Chapter,
The West Virginia University Student Chapter.

Annual Report of the Board of Direction.

On motion of Past-President Talbot, duly seconded, and carried, the Chairmen of the Standing Committees of the Board of Direction were appointed as a Committee to prepare the Annual Report of the Board for 1921.

John Fritz Medal Board of Award.

On motion of Past-President Curtis, seconded by Vice-President Wall, and duly carried, President Webster was appointed as one of the Society's representatives, for a four-year term, on the John Fritz Medal Board of Award, to take the place which will be made vacant by the expiration of the term of Past-President George H. Pegram in January, 1922.

Authority was also granted to pay the Society's share of the bill (amounting to $57.14) in connection with awards of the John Fritz Medal abroad for 1921 and 1922.

United Engineering Society.

On motion of Vice-President Cummings, seconded by Director Brown, and duly carried, President Webster was appointed as one of the Society's representatives, for a three-year term, on United Engineering Society to take the place which will be made vacant by the expiration of the term of J. V. Davies, M. Am. Soc. C. E., in January, 1922.

Report of the Library Committee.

The Acting Secretary presented for Chairman Stuart, of the Library Committee, the following report:

"October 10, 1921.

"To the Board of Direction,
American Society of Civil Engineers:

"Your Committee has held three meetings since the June Board meeting, on June 8th, June 27th, and August 5th, 1921, respectively.

"Besides the consideration of requests for exchange and other routine business, the following actions of note were taken:

"Action was taken in regard to the necessity for reducing the stock of publications, which matter was referred to your Committee with power to act. The recommendations made by the Acting Secretary in this matter were approved.

"On the advice of the Publication Committee that it considered that a question of policy was involved which the Board should settle in the recommendation of your Library Committee that engravings of Past-Presidents be published in *Transactions,* accompanied by a brief biography, and that in the future the annual volume of *Transactions* contain the portrait of the President of the Society for that year; the matter was presented to the Executive Committee, but no action was taken, and your Committee now presents the matter to you so that if authorized these portraits may be included in the 1922 *Transactions.*

"The matter of furnishing the outer hall was considered, and it was decided to recommend to the Board of Direction that an appropriation not to exceed $2 000 be made to purchase a rug (7 by 18 ft.), a divan, two smoking tables, and hangings for the doorways.

"All of which is respectfully submitted.

(Signed) "Francis Lee Stuart,
"Chairman."

Rearrangement of Fifteenth Floor of this Building.

The Acting Secretary explained that the architect who originally executed the plans for the Fifteenth Floor of this Building, had worked out a proposed rearrangement along the lines suggested by Vice-President Cummings, former Chairman of the Library Committee, and stated that the cost would be approximately $3 000, aside from furnishings. This plan was explained in further detail by Vice-President Cummings.

Discussion was participated in by Past-President Herschel, Vice-President Stuart, and Director Humphrey, and on motion of the latter, duly seconded, and carried, the President was authorized to appoint a special committee to report to the Board on the question of rearrangement of the Fifteenth Floor of this Building.

Advisory Committee on Civil Engineering.

Chairman Talbot, of the Committee to make recommendations on personnel of a Committee of Seven or Nine on Research and on Personnel of not more than Fifteen Representatives (to include the Committee on Research) of the Society on the Advisory Committee on Civil Engineering of the Division of Engineering of the National Research Council, reported for his Committee, and

after discussion by Messrs. Cummings, Grunsky, Hoyt, Humphrey, and Talbot, the personnel was fixed as follows, with the understanding that the Committee will appoint its own Chairman:

Research Committee.—Robert A. Cummings, W. C. Cushing, A. T. Goldbeck, D. C. Henny, R. E. Horton, Anson Marston, F. E. Schmitt, A. N. Talbot, F. E. Turneaure.

Representatives of the Society on Advisory Committee on Civil Engineering of the Division of Engineering of the National Research Council (To Include the Committee on Research).—D. A. Abrams, S. A. Greeley, W. K. Hatt, E. T. Howson, C. G. E. Larsson, W. A. Slater, C. L. Warwick.

LICENSING OF ENGINEERS.

Chairman Humphrey, of the Committee on Licensing Engineers, reported as follows:

"OCTOBER 10TH, 1921.

"TO THE BOARD OF DIRECTION:

"Your Committee on Licensing Engineers has held Conferences on June 7th, July 11th, August 22d, and September 12th, and will hold a Conference on October 11th, 1921. At the Conferences already held, the Committee deemed it desirable to limit the attendance to those who had had experience in or made a study of licensing or registration and who could offer constructive suggestions in the matter of the registration or licensing of engineers. It was felt that better results could be secured through small representative Conferences rather than through larger meetings.

"The Committee has received criticisms of this method of procedure and has, therefore, decided to hold the Conference on October 11th, 1921, open to all those interested; it deems it to be impractical to hold Conferences in other localities.

"In the September *Proceedings,* the Committee made announcement of the Conference on October 11th, 1921, and stated that written communications will be welcomed from any one.

"The Local Sections have been invited to express their views in the matter.

"The Committee believes that, in order to make a comprehensive report on a plan of procedure for the Society, a conference with representatives of the Federated American Engineering Societies, of the American Institute of Architects, and the American Association of Engineers may be advantageous, and hereby requests permission to call such a conference if the Committee deems it desirable. It is the intention of your Committee to present its report at the January meeting of the Board of Direction.

"Respectfully submitted,

"BAXTER L. BROWN,
"A. M. HUNT,
"ANSON MARSTON,
"W. BEAHAN,
"RICHARD L. HUMPHREY, *Chairman.*"

On motion of Director Humphrey, seconded by Director Grunsky, and duly carried, this report was accepted and the request granted.

On motion of Director Humphrey, duly seconded, and carried, authority to have stenographic reports of the two proposed Conferences on Licensing of Engineers, at a cost not to exceed $200, was granted.

The following letter from T. L. Condron, M. Am. Soc. C. E., was read:

"August 11th, 1921.

"Board of Direction,
"American Society of Civil Engineers,
"33 West Thirty-ninth Street, New York, N. Y.

"Gentlemen.—On July 11th, I attended the meeting of your Committee on Licensing at the invitation of Mr. Humphrey, Chairman. I attended this meeting as Chairman of the Committee on Licensing of Engineers of the American Engineering Council. This latter committee, as you know, consists of some fifteen or sixteen members distributed over thirteen different States in the union, nine of the members of this committee being members of the American Society of Civil Engineers. This committee was originally created by Engineering Council, of which the American Society of Civil Engineers was a constituent part.

"As the American Society of Civil Engineers is not a member of American Engineering Council, it might be questioned whether these nine members of the American Society of Civil Engineers should continue as members of a committee of that Council. I believe I am right in saying that these nine men consented to continue on this Committee, believing that thereby they would best serve the interests of their fellow members among the Civils. I would respectfully suggest to your Board, as I have also suggested to the American Engineering Council, the desirability of making this committee a joint committee of the American Society of Civil Engineers and the American Engineering Council, and I trust that this suggestion will be favorably received by both bodies. It is quite immaterial as to whether the personnel of this committee is continued or changed, but I feel that the subject of licensing or registration of engineers, perhaps has a greater bearing and significance to the members of the American Society of Civil Engineers than to members of the other National Societies.

"There certainly should be no confusion or working at cross purposes on this subject by committees of engineers, nor should there be an idea abroad that the American Engineering Council committee does not represent the interests of the American Society of Civil Engineers, so long as nine members of that committee are members of that Society.

"Yours respectfully,
"T. L. Condron."

Director Humphrey discussed this matter, and on motion of Director Anderson, duly seconded and carried, it was referred to the Committee on Licensing Engineers.

Committee to Formulate a Plan for Acting on Applications.

Chairman Wall, of the Committee to Formulate a Plan for Acting on Applications for Membership, reported progress.

In the matter of a letter of April 26th, 1921, from David J. Shaw, Assoc. M. Am. Soc. C. E., *re* an official interpretation of the clause of the Constitution descriptive of "Associate", which was referred to the Committee on Applications, the following report was read:

"October 10th, 1921.

"Board of Direction,
"American Society C. E., New York.

"Gentlemen.—Your Committee to Formulate a Plan for Acting on Applications for Membership, to whom was referred the letter of Mr. David J.

Shaw, Associate Member of the Society, asking for an interpretation of the meaning of the constitutional requirements for the grade of Associate, beg to submit the following comments on Mr. Shaw's letter:

"The Constitution requires that a person to be eligible for membership in the Society as an Associate must have attained a position in his special pursuit qualifying him to co-operate with engineers in the advancement of professional knowledge and practice, and has reached that position by scientific acquirements or practical experience (the last being obviously confined to experience in fields closely allied to Engineering, such as general construction, experimental research, manufacture and sale of engineering materials and machinery, etc.).

"Evidently the 'special pursuit' referred to, while not engineering, should be akin to it, for example, the vocations of superintendent, contractor, inventor, physicist, chemist, astronomer, mathematician, manufacturer, and erector of machinery, and other similar avocations or occupations.

"Mr. Shaw in saying that a literal interpretation of the language of the Constitution seems to include any and all business men who have anything whatsoever to do with work, in which engineers are interested, has overlooked the qualifying clause confining the co-operation with engineers to the advancement of professional knowledge and practice. Professional knowledge and practice are essentially different things from financing engineering work or obtaining necessary legislation for engineering projects; they refer to information about engineering materials and their proper and possible use, as well as to the methods and machinery of design and construction, which is entirely foreign to the 'co-operation' of business men in promoting a proposition.

"A banker may have attained a position in his special pursuit where he is able to forward or to kill an engineering project, whose execution requires the exercise of great skill and judgment, but it cannot be said that he attained that position by scientific acquirements or practical experience in any way related to Engineering.

"The Committee sees no ambiguity or double meaning in the language of the Constitution where the grade of Associate is defined, if it be borne in mind that the application of the phrases 'scientific acquirements', 'practical experience' and 'special pursuit' should be kept within the limits of engineering and its allied professions and businesses. * * *

"Respectfully submitted,

"JOHN C. HOYT,
"EDWARD E. WALL,
"Committee."

On motion of Past-President Wall, duly seconded, and carried, a copy of this report was ordered to be forwarded to Mr. Shaw in answer to his inquiry as to interpretation of the Constitutional requirement for the grade of Associate.

Recess was taken for luncheon at 1.10 P. M.

The Board reconvened at 2.35 P. M., with the same attendance as in the forenoon.

AMERICAN ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE.

On motion of Past-President Talbot, duly seconded and carried, the President was authorized to appoint two new representatives of the Society

on the American Association for the Advancement of Science to attend its meeting in Toronto, Ont., Canada, December 27th-31st, 1921.

President Webster subsequently appointed as such representatives, Messrs. R. O. Wynne-Roberts and H. E. Riggs.

Date of Next Board Meeting.

The time of the next Quarterly Board Meeting was fixed as 10 A. M., January 16th, 1922. (An Intermediate Meeting is also to be held at 10 A. M., November 21st, 1921.)

Plan of Putting Government Bureaus Under Smithsonian Institution.

A circular letter was presented from Mr. Arthur MacDonald, dated September 28th, 1921, asking the adoption of a resolution favoring the general plan of putting the scientific bureaus of the Government under the jurisdiction of the Smithsonian Institution.

The matter was discussed by Past-Presidents Curtis and Talbot and Directors Hoyt and Humphrey, and the following motion, made by Director Humphrey, was duly seconded and carried:

"That the Board deems it inexpedient to take the action requested."

Highway Contracts.

A letter was reported as having been received from W. D. Uhler, M. Am. Soc. C. E., dated September 2d, 1921, enclosing report, *re* his appointment by President Webster as a representative of the Society at the Conference called by Herbert C. Hoover, M. Am. Soc. C. E., in July, 1921, in Washington, D. C., to consider the matter of letting highway contracts during the fall months, as follows:

"September 2, 1921.

"Mr. Elbert M. Chandler, *Acting Secretary,*
"American Society of Civil Engineers,
"33 West 39th Street, New York, N. Y.

"Dear Sir.—In accordance with your letter of July 12th, advising me of my appointment as a representative of the American Society of Civil Engineers to attend a meeting with Mr. Herbert Hoover, Secretary of Commerce, on Monday, July 18th, to consider the matter of letting highway contracts during the fall months, would advise that, complying therewith, I attended the meeting in question. There were also at this meeting representatives of the American Society of Mechanical Engineers, Associated General Contractors, American Association of State Highway Officials, Bureau of Public Roads, and the Federated Engineering Societies. I am attaching a copy of recommendations* made to Secretary Hoover who, in turn, has communicated with the various Governors throughout the United States calling their attention to the advisability of fall lettings.

"Very truly yours,
"W. D. Uhler."

* See p. 873.

1922 ANNUAL MEETING.

Chairman Humphrey, of the Committee on the 1922 Annual Meeting, presented the following report:

"OCTOBER 11TH, 1921.

"TO THE BOARD OF DIRECTION:

"Your Committee on Annual Meeting submits for your approval the following proposed programme for the 1922 Annual Meeting of the Society:

"SIXTY-NINTH ANNUAL MEETING,
JANUARY 18TH-21ST, 1922.

"Wednesday, January 18th:

"10 A. M.—Business Meeting:
Annual reports will be presented.
Officers for the coming year will be elected and installed.
Reports of Special Committees will be presented.
Honorary Membership will be conferred, with formal appropriate ceremonies.

"1 P. M.—Luncheon.

"2.30 P. M.—Excursions to engineering work, motion picture studios, etc.

"9 P. M.—President's Reception.

"CONFERENCE ON NATIONAL TRANSPORTATION PROBLEMS.

"Thursday, January 19th:

"9 A. M.—Water Transportation

"2 P. M.—Railroad Transportation

"7.30 P. M.—Railroad Transportation

"9 P. M.—Smoker.

"Friday, January 20th:

"9 A. M.—Highway Transportation

"2 P. M.—Highway Transportation

"7.30 P. M.—Highway Transportation

"EXCURSIONS.

"Excursions will be arranged to points of interest in New York City for Thursday morning and Thursday afternoon for those who are not interested in the technical programme. It has been suggested that a joint luncheon be arranged for those who participate in the technical programme and those who go on the morning excursion. This will be left to the Committee on Arrangements.

"ENTERTAINMENT FOR LADIES.

"Thursday Afternoon.—A bus ride on Fifth Avenue.

"Friday Morning.—A trip through the shops.

"The Committee on Development recommended that 'at the Annual Meeting and the Annual Convention attention be given to technical and broad economic problems' and 'that the Annual Meeting be devoted to the consideration of:

"'(*a*) The printed annual reports of officers and standing committees, presented in abstract, unless otherwise ordered by vote of the meeting.'

"'(*b*) The election and installation of officers.'

"'(*c*) The presentation and discussion of reports of technical and special committees.'

"'(d) Other matters pertaining to the affairs of the Society and the profession on which action by the Society is desired.'

"'(e) A carefully planned programme of addresses on and discussions of professional or social problems of National importance.'

"'That proper provision be made for sociability, but that this should not be permitted to interfere with the consideration of the more important duties of the Society.'

"The above recommendations were approved by the Annual Meeting of 1920 and by vote of the Society canvassed April 14th, 1920.

"The Committee recommends that the policy for the Annual Meeting be similar to that for the Annual Convention; namely, that this Committee be the Committee of the Board of Direction in charge of the Annual Meeting and that a Committee on Arrangements be appointed to care for such local matters as the President's Reception, the Smoker, and the Excursion; that the technical programme be under the auspices of the Publication Committee.

"Respectfully submitted,

"(Signed) RICHARD L. HUMPHREY,
"Chairman."

Past-President Talbot spoke and Director Brown moved that the report be received and its recommendations adopted. This motion was seconded by Vice-President Wall and carried.

Director Humphrey moved that the Local Committee of Arrangements for the Annual Meeting be appointed by the President in consultation with the Committee of the Board. This motion was seconded by Past-President Pegram and carried.

Director Anderson addressed the Board regarding the desirability of creating in some way a Benevolent Fund of the Society, and offered the following motion:

"That a Committee of three be appointed to investigate and report at the next meeting."

This motion was seconded by Director Humphrey and carried.

Recessed at 6.40 P. M., to meet as a Membership Committee.

October 12th, 1921.—The Board reconvened at 10.25 A. M., at the conclusion of the meeting of the Membership Committee; Director Richard L. Humphrey in the chair; Elbert M. Chandler, Acting Secretary; and present, also, Messrs. Brown, Curtis, Hovey, Hoyt, and Talbot.

The report of the Membership Committee was presented.

On motion, duly seconded and carried, the recommendations of this report, which were not read, were adopted as the action of the Board.

CERTIFICATES FOR HONORARY MEMBERS.

Upon motion duly seconded, and carried, the plan of presenting certificates of Honorary Membership by the President at the Annual Meeting was approved, and the Acting Secretary was instructed to prepare such certificates.

Adjourned at 10.30 A. M., to meet at 10 A. M., on November 21st, 1921, at the Headquarters of the Society.

COMMITTEE APPOINTED BY THE BOARD OF DIRECTION TO REPORT ON LICENSING OF PROFESSIONAL ENGINEERS

The Fourth Conference under the auspices of the Committee on Licensing Engineers was held in the Board Room of the Society, on September 12th, 1921, at 7.30 P. M.

There was a general discussion of License and Registration Laws for Professional Engineers and Land Surveyors and a consideration of what should be the attitude of the Engineering Societies in the matter.

The following were in attendance at the Conference:

MEMBERS OF THE COMMITTEE.

Richard L. Humphrey, Chairman, Philadelphia, Pa.; Willard Beahan, Cleveland, Ohio; Baxter L. Brown, St. Louis, Mo.; and A. M. Hunt, New York City.

OFFICERS OF THE SOCIETY.

Otis E. Hovey, Treasurer, New York City, and Elbert M. Chandler, Acting Secretary, New York City.

OTHERS PRESENT.

L. P. Alford, Editor, *Management Engineering,* New York City; C. E. Beam, Assoc. M. Am. Soc. C. E., Assistant to the Acting Secretary, American Society of Civil Engineers, New York City; J. A. Bensel, Past-President, Am. Soc. C. E., Consulting Engineer, New York City; Francis Blossom, M. Am. Soc. C. E., Member of Sanderson and Porter, Engineers, New York City; James H. Edwards, M. Am. Soc. C. E., Assistant Chief Engineer, American Bridge Company, New York City; Walter G. Eliot, Member, New York State Board of Licensing for Professional Engineers and Land Surveyors, New York City; D. L. Galusha, Electrical Engineer, Dwight P. Robinson and Company, Incorporated, New York City; John M. Goodell, Assoc. Am. Soc. C. E., Upper Montclair, N. J.; J. P. Hallihan, M. Am. Soc. C. E., Consulting Engineer, New York City; Peter Junkersfeld, M. Am. Soc. C. E., Engineering Manager, Stone and Webster, Boston, Mass.; Charles W. Leavitt, M. Am. Soc. C. E., Civil and Landscape Engineer, New York City; Henry G. Reist, Secretary, New York State Board of Licensing for Professional Engineers and Land Surveyors, General Electric Company, Schenectady, N. Y.; Calvin W. Rice, Secretary, American Society of Mechanical Engineers, New York City; William H. Rose, Assoc. M. Am. Soc. C. E., District Manager, Lockwood, Greene and Company, Engineers and Architects, New York City; F. T. Rubidge, Vice-President and General Manager, St. Lawrence Pyrites Company, New York City; E. N. Sanderson, Senior Member, Sanderson and Porter, Engineers, New York City; F. J. Sprague, M. Am. Soc. C. E., President, Sprague Safety Control and Signal Corporation, New York City; E. M. Van Norden, M. Am. Soc. C. E., Civil Engineer, New York Edison Company, New York City; J. G. White, M. Am. Soc. C. E., President, J. G. White and Company, Incorporated, New York City; W. J. Wilgus, M. Am. Soc. C. E., former Chairman, New York

State Board of Licensing for Professional Engineers and Land Surveyors, Consulting Engineer, New York City; W. B. Yereance, M. Am. Soc. C. E., General Manager and Chief Engineer, Eighth Avenue Railroad, Ninth Avenue Railroad, New York City.

MINUTES OF MEETINGS OF SPECIAL COMMITTEE ON SPECIFICATION FOR BRIDGE DESIGN AND CONSTRUCTION

September 16th, 1921.—The meeting was called to order at the Headquarters of the Society. Present, Henry B. Seaman, Chairman, J. R. Worcester, B. R. Leffler, M. S. Ketchum, C. W. Hudson and Howard C. Baird (Secretary).

The meeting was opened with a discussion on the advisability of preparing a Specification for Steel Railway Bridges for presentation to the Annual Meeting of the Society. After a general discussion of the subject it was agreed, on motion, duly seconded, that the Committee adhere to its intention of preparing a Railway Bridge Specification first, followed by action on the material formulated at the September meeting.

The subject of the Impact Formula to be adopted was discussed at some length, Professor Turneaure's views on the subject, prepared by Professor Hudson at the request of the Committee, being before the meeting. In view of the opinion expressed in Professor Turneaure's communication, the Secretary was instructed, on motion, duly seconded, to send to him a copy of the minutes of this meeting, inviting him to offer a modification of the formula of the American Railway Engineering Association for consideration at the next meeting of the Committee.

A general discussion on Allowed Unit Stress for Axial Compression resulted in a decision to place three-column formulas in the Specification with an explanatory note stating in effect that no agreement to endorse any one formula could be reached, all three being considered to be acceptable by the Committee as conforming to good practice.

After a general discussion of the subjects, action was taken on Weights of Material, Loads, and Unit Stresses (other than Axial Compression).

September 17th, 1921.—The meeting was called to order at the Headquarters of the Society with the same attendance as at the previous meeting.

This session was devoted to consideration of Lateral, Longitudinal, and Centrifugal Forces, and part of the subject covering Details of Design.

The matter of Bracing between Compression Chords was referred to Professor Hudson for further investigation and report, as the tentative clause covering this requirement did not meet with approval, and agreement on modifications thereon could not be reached.

Agreement was reached on clauses covering Centrifugal Force, Tractive Force, and Allowable Unit Stresses (other than Axial Compression). On motion, duly seconded, the Committee adopted without discussion Professor Hudson's report on Web Stresses in Girders prepared in accordance with the request of the Committee at the September meeting.

On motion, duly seconded, Unit Stresses for Cast Iron were eliminated as the majority of the Committee disapproved its use in bridge structures, except in special cases.

Mr. Leffler was requested to prepare a clause covering Details of Compression Members as a substitute for the tentative clause which was not acceptable to the Committee; and the paragraph covering Built Tension Members was referred to Professor Hudson for like action.

All the remaining general requirements as to details of design were acted on by the Committee, the special requirements covering Plate Girders, Trusses, and Viaducts being postponed until the next meeting.

On motion, duly seconded, the Committee adjourned at 6 P. M., to meet on October 7th, 1921, at 10 A. M., at the Headquarters of the Society.

ITEMS OF INTEREST

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax. A gift for research is a productive investment.

The Foundation is compiling a directory of the hydraulic laboratories of the United States, and is planning an investigation of industrial education and training. It undertakes useful researches which do not promise profits sufficient to tempt industrial organizations to undertake them, researches which should be made under disinterested auspices, and researches which lie outside the province of Government bureaus.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

Fall Letting of Highway Contracts

At the request of Herbert C. Hoover, M. Am. Soc. C. E., Secretary of Commerce, a Conference was called on July 18th, 1921, in Washington, D. C., to consider the advisability of letting contracts for road building during the fall months. The Society was represented at this Conference by W. D. Uhler, M. Am. Soc. C. E., Chief Engineer of the State Highway Department of Pennsylvania.

The recommendations of the Conference and a letter from Secretary Hoover to the Governors of the various States, as presented to the Board of Direction at its meeting of October 11th, 1921, with a letter* from Mr. Uhler, are published herewith.

Report on Advisability of Letting Highway Contracts in the Fall Instead of the Spring

It is now general practice in most States to let road-building contracts in the spring. This practice is credited by engineers as being an avoidable waste. For many reasons, given below, if road-building contracts were let in the fall or early winter, these wastes would be avoided.

Fall letting of contracts, this year [1921], would have the added advantage of advancing the road-building programme of the country, which for 1920, outside of towns and cities, involved approximately $450 000 000, and of reducing unemployment.

Approximately 50% of the $450 000 000 for highway improvement for 1920 was expended under the direction of the State highway departments. The remainder is expended under the county and local commissioners.

Financing of Highway Improvements

Fall letting in 1921 for contracts to be started in the late winter and early spring of 1922 involves Federal Aid funds. Adequate funds have been made available for carrying on the joint programme of co-operative road work between the States and Federal Government of most of the States. The last Federal Aid appropriation was allotted to the States on July 1st, 1920.

By December 1st, 1921, there will remain of the entire allotment for Federal Aid funds approximately $58 000 000 not under contract, but of this sum approximately $35 000 000 will remain in 8 States and by December 1st, 1921, it is estimated that 22 States will have all of their Federal funds under contract.

In addition to the highway construction depending on Federal Aid, fall letting of contracts would tend to release road construction funds in towns and cities.

Engineering Advantages of Fall Letting

The advisability of awarding contracts in the late fall or early winter has been an open question for several years, but since the experience of 1919, when a major portion of the country's hard surface highway projects was carried over incompleted to the following year, the plan has been generally favored. The Bureau of Public Roads has encouraged early letting and in a letter from the Chief of the Bureau, Mr. Thomas H. MacDonald, to the State highway departments in October, 1919, its opinion was expressed as follows:

"Contracts should be awarded as early as possible that the contractors may know the amount of materials they will require at different points, and they should be encouraged to place their orders for materials requiring rail trans-

* See p. 866.

portation as far as possible in advance of the time they will be actually required. * * * From the experience of this year, and in view of the greatly increased programme of next year, it seems apparent that contracts which are not awarded during the winter months will have little opportunity of being supplied with materials which require rail hauling."

Transportation service for delivering materials is the difficulty pointed out in the Bureau's approval of fall letting, but this is only one of several factors which the plan affects. These factors, later treated in detail, have an important economic influence on highway building as an individual industry and on other industries which are related to or participate in construction. They are the direct result of establishing first, a longer construction season, and, second, the possibility of doing interseasonal work.

A Longer Construction Season

In the Middle West in the spring letting there were 142 working days for grading and 104 working days for concreting, compared with the longer time in the fall letting, of 207 working days for grading and 142 working days for concreting.

The difference in production cited discloses three principal advantages which may be obtained through a longer working season. These advantages are:

(*a*) Better car service;
(*b*) Less fluctuation in construction;
(*c*) Completion of highway programmes.

Detailed explanation of these items is given in the following paragraphs:

(*a*).—*Better Car Service.*—One of the most vital factors of highway cost has been found by road builders to be continuous transportation. The Bureau of Public Roads in addressing State Highway Departments has said:

"Railroad transportation has become too important a factor in the amount of work which can be accomplished to allow it longer to be regarded as incidental. It has become the biggest item in road production."

A late start in the spring has been found to make the greatest demand for transportation in that industry coincide with the peak demand for transportation in numerous other industries, and some action is needed to make the demand more uniform. In the present condition of the railways their equipment would be inadequate to meet this demand, if the country's industries were operating normally. Recent reports from the American Railroad Association show that the carriers now have 134 000 cars less than at the transportation peak of 1920. In order that shippers may be served satisfactorily, it is necessary to reduce the maximum demand by separating the peak loads of various industries.

Mr. Daniel Willard, President of the Baltimore and Ohio Railroad, said in regard to early shipments:

"I am inclined to believe that the railroads with their existing facilities could perhaps handle all the business offered during a twelve months' period, providing it were offered uniformly throughout the entire period, but that, of course, is exactly what does not happen, and it is certain that the railroads with their present facilities are not able to take care of the possible peak loads, and this is why I think it wise to urge upon all who can do so to ship now."

A start two months earlier in the spring would bring the peak demand for construction transportation that much earlier and would utilize many of the cars now idle at the beginning of each season. Therefore, it may be said that any means whereby the peak demand of late summer can be reduced will afford better transportation service for all shippers. The experience of Illinois would

indicate that such a means has been found in the early start afforded by fall letting of contracts.

(*b*).—*Less Fluctuation in Construction.*—To seasonal fluctuations is attributed a large amount of waste in the construction industry. On account of the speed with which work must be prosecuted to produce a reasonable return on invested capital during a short season, construction companies find it necessary to employ larger equipment units than would otherwise be required. Thus, the equipment expense itself is higher and since it must finally be borne by the total number of units built, the unit cost increases as the seasonal output becomes smaller.

Another consideration is the more or less indeterminate expense of peak production. Work carried on through periods of extreme fluctuation is ordinarily attended by various expenses uncommon to uniform production, and it is generally accepted that as uniformity is approached these somewhat intangible expenses decrease. This principle in some degree applies to road building though to what extent is uncertain. A flattening of the production peak similar to that of transportation demands is anticipated under the longer season afforded by early awards.

(*c*).—*Completion of Highway Programmes.*—Two months added to the present season will increase the working time approximately 25% and with it the seasonal output. This increase combined with constantly improving methods of handling material will in all probability assure the highway departments a satisfactory mileage of roads.

Projects carried over from 1920 in Oregon have produced a condition similar to that obtaining when contracts are awarded in the fall, and in that State according to press reports, the State Highway Department, asserts that construction at present progress will complete all contracts carried over and practically all of the new work.

Illinois also gives evidence of the advantages derived from a similar situation in 1920. The opinion was expressed by the Illinois Division of Highways that, "had the material supply not failed, it would have been possible with the early start of 1920 to build twice the mileage constructed that year, and build it, moreover, without additional administrative charge and with very little additional overhead expense to the constructors."

Interseasonal Work

Interseasonal work under the present system of awarding contracts has not been feasible, but opinions obtained from various associations representing several hundred construction companies have indicated that they could perform certain operations if they knew definitely in advance what work they would undertake in the spring. The advantages of such work as pointed out by the contractors and material producers consulted are:

(*a*) More continuous employment of labor;
(*b*) More uniform production in basic industries;
(*c*) More efficient organizations.

Detailed discussion of these considerations is given in the following paragraphs.

(*a*).—*More Continuous Employment of Labor.*—Under present conditions road-building organizations, with the exception of a few permanent employees, are assembled in the spring and released in the fall as work closes. Probably 20 or 25% of these men could, through careful planning, be carried over the winter instead of being released at a time when other industries do not need their services. The contractors have stated that heavy grading could be carried on, materials could be stock piled, equipment could be repaired, and the material-handling equipment could be set up ready for work at the first opening of spring.

This field of interseasonal work co-ordinated with other types of construction activity and with other industries will contribute efficiently to the reduction of seasonal employment.

(*b*).—*More Uniform Production in Basic Industries.*—To the basic industries which supply materials, the early spring and interseasonal work of road building affords an opportunity for more continuous production. Their problems of seasonal delivery are practically the same as those of a road-building company, and, in general, any benefits which accrue from fall letting are shared by the related industries, in that they afford the same opportunities to organize and develop production which is given the construction company.

Producers of sand and gravel have repeatedly urged that contracts be awarded early so that they might lay plans for an adequate supply of materials. Mr. E. Guy Sutton, Manager of the National Association of Sand and Gravel Producers, who has investigated the subject from the standpoint of the producers, has stated: "that fall letting would increase their season at least two months, would make a certain amount of seasonal work possible and as a result of these things would effect a reduction in production costs."

In many districts the interseasonal work afforded employees of the construction company in storing aggregates and providing for distribution, will call on the material producers for stores of material. In some districts this will mean continuous operation of the basic industries, such as sand, gravel and stone, and, in others, will mean a storage of materials, warranted by the definite plans made for construction. Just as the overhead costs of road building are reduced by the interseasonal work so is the overhead cost of material production reduced. This reduction reflects in the cost of finished roads.

(*c*).—*More Efficient Organizations.*—The effect anticipated by enabling construction companies to carry on interseasonal work is a general reaction towards efficiency. By utilizing as many men as possible on various kinds of preliminary work, a well trained nucleus can be retained, and this nucleus can then be expanded into an efficient organization when operations open in full.

In addition to the better results obtained by a competent crew of mechanics, better opportunity is afforded to investigate the source of materials and plan the work. Thus, much of the late start which has compelled them frequently to purchase materials hastily or begin work before their full need for equipment had been supplied would no longer be necessary. In other words, the efficiency of road building might be made to approximate the efficiency of other well planned and well managed manufacturing, unencumbered by the extreme seasonal fluctuation of construction.

The General Material Situation

The state of the market with reference to contracts is a matter of public policy, and the question will arise concerning the interest of the State in letting contracts on a falling or a rising market. There is an impression that all contracts should be delayed until the market is stable following war conditions. On the other hand, there is another opinion that we are faced in the near future with a rising market, and construction must be given by contracting authorities in this particular question.

In the fall letting of contracts there is a question as to whether the market on materials is in a state that will produce the lowest cost for road construction. It is not desirable to let such contracts at that period of the year when the yearly natural market is a falling one. It has been assumed by some that the cost of road-making materials is generally high in the fall and that by letting contracts at that time the lowest reasonable prices cannot be obtained. There is no record, however, to substantiate that as a fact. An examination of the records of the last few years does not disclose any period of the year as

particularly that of a rising or falling market on the material, and that if a practice is established within a period by a reasonable number of years it will have equalized itself.

Payment for Materials When Delivered

Construction of contracts which permit payment by the State for materials delivered on the job will enable the contractor to provide his stock piles in the winter season, and avoid the pyramiding of orders at high prices. Furthermore, these early contracts give the contractor a chance to "shop." The fall letting permits the highway commissions to keep skilled and satisfactory contractors in the service of the State, and permits the highway commissions to maintain a level organization and staff for the administration of such contracts.

Conclusions

In general, fall letting of highway construction contracts will (1) reduce present unemployment; (2) eliminate seasonal wastes; and (3) tend to stabilize this branch of construction industry.

Letter Sent to Governors of all States by Secretary Hoover on Subject of Road Contracts

"July 27, 1921.

"My dear Governor:

"In making a systematic study as to what we can all do to promote employment and to thus assist in tiding over the very severe situation that we are now in, this Department has had its attention called to the bearing of the period at which contracts are currently let for the building of public roads upon this problem. In order that there should be no question as to the correctness of the conclusions that had been reached, I summoned a committee comprising representatives of the great Engineering Societies who have prepared for me the enclosed opinion.

"The conclusions of this inquiry are in a word that there would be additional economy in construction if the contracts for the roads were let in the fall instead of in the winter and spring; that contracts let at this time would enable considerable employment over the winter in the manufacture of material and equipment and in the placing of material ready for construction early in the spring. It would enable contractors to give employment to some of their staffs through the winter instead of imposing it at a higher rate upon the short summer construction season. It would relieve pressure on labor during the period of larger demand for agricultural help and would, indeed, expedite the completion of road building.

"The criticism that we are in a period of falling prices and possibly of railroad rates, and that contracts let this fall might be at higher figures than would prove necessary later in the season may be answered by making provisional contracts so that any such difference would accrue to the State.

"This method has been partially adopted in a few States and you will, of course, understand that my only desire is to offer a suggestion that by co-operative action might lead to some reduction of unemployment.

"I hope you will find the matter worthy of consideration and would be glad to have you advise me of your views upon it.

"Yours faithfully,

"(Signed) Herbert Hoover."

Dinner Given in Honor of the Delegation of American Engineers to England and France

The engineers forming the American Delegation to England and France, in June, 1921, were guests of honor at a welcome home dinner given at the Pennsylvania Hotel, New York City, on October 10th, 1921. More than 200 engineers, representing American Engineering Societies, were present to extend greetings to the delegates. This delegation consisted of Ambrose Swasey, Chairman; Charles F. Rand, Secretary; Charles T. Main, Robert A. Cummings, and John R. Freeman, representing the American Society of Civil Engineers; Col. Arthur S. Dwight, William Kelly, and Mr. Rand, representing the American Institute of Mining and Metallurgical Engineers; Dr. Ira N. Hollis, Jesse M. Smith, and Mr. Swasey, representing the American Society of Mechanical Engineers; and Dr. F. B. Jewett, Dr. A. E. Kennelly, and Maj.-Gen. G. O. Squier representing the American Institute of Electrical Engineers.

J. Vipond Davies, M. Am. Soc. C. E., President of the United Engineering Society, presided, and, in his opening remarks, stated that the purpose of the gathering was "primarily to extend greetings to our delegation, but, looking beyond this immediate purpose, there is the greater and broader purpose for which these gentlemen went abroad and toward which they have accomplished much, that is, the promotion of international comity and the closer professional relations between our peoples. In honoring our friends, we honor our Profession in the broadest sense of a unified world-wide Profession of Engineering, united in the interest of efficiency and progress."

As to the reasons for the visit abroad, Mr. Davies enumerated three distinct contributary causes:

(1).—To afford British engineers an opportunity to discuss with engineers of the United States the amalgamation of engineering societies along the lines of the United Engineering Society and more recently The Federated American Engineering Societies.

(2).—To show appreciation of the great work done by engineers of England and France in the war.

(3).—To award John Fritz Medals to Sir Robert A. Hadfield, of England, and Charles Prosper Eugene Schneider, of France.

Before introducing the speakers of the evening, Mr. Davies read telegrams and messages from the recipients of the medals, Herbert C. Hoover, M. Am. Soc. C. E., the Institution of Civil Engineers, of London, the Institution of Mining and Metallurgy, the Institution of Mining Engineers, Capt. R. E. Sankey and Magnus Mowett, President and Secretary, respectively, of the Institution of Mechanical Engineers, the British Iron and Steel Institute, Société des Ingénieurs Civils de France, the Engineers' Club of London, the Faraday Society, Viscount Bryce, Arthur Neal, Member of Parliament from Sheffield, and, finally, messages from two of the members of the delegation who have remained abroad, Mr. Smith and Dr. Kennelly.

The first speaker of the evening was the Consul General of Great Britain, Capt. G. H. Armstrong. He felt it to be a responsibility of engineers of the United States, England, and France to draw close together, to promote international friendship between these three countries, and to assist in restoring happiness and regaining prosperity.

Ambrose Swasey, Hon. M. Am. Soc. C. E., Chairman of the delegation, was next introduced as the "Dean of the Engineering Profession". Speaking of the engineers with whom the delegation came in contact while abroad, Mr. Swasey said "their ideas and their problems as engineers are the same as our's; our problems are their's. Therefore, we felt that the nearer we could get together, the better it would be for us all." He enlarged on this thought when, after giving as his general impression that both England and France are well on their way toward a return to normal conditions, he said, in conclusion: "Those countries are near to us; they are nearer to us than ever. Their success means our success; and anything that we can do in bringing not only the engineers, but the citizens of those great countries together, that we can join with them in all these great movements for good and righteousness, it will be that much better for the civilization of to-day."

The Secretary, both of the delegation and of the John Fritz Medal Board of Award, Mr. Rand, outlined the experiences of the delegation in London. These included formal and informal functions—luncheons, dinners, and receptions—a visit to the National Physical Laboratory, the presentation of the John Fritz Medal to Sir Robert A. Hadfield, and meetings with the Councils of the Institution of Mechanical Engineers and the Royal Society. All these events Mr. Rand described in a most entertaining manner. He also spoke of the honors conferred on members of the delegation by various institutions.

Dr. Jewett, who arrived in London some two months in advance of the other members of the delegation, spoke of the preliminary work connected with their visit, all of which was done with the thought that the event was more than a meeting of engineers and exchange of felicitations between the Engineering Professions of America and Great Britain. In his association with engineers of Great Britain during this time, Dr. Jewett was impressed, first, by the fact that the leaders in their engineering societies are older men than those leading the activities of the American societies, and, second, by the greater degree of formality observed in the conduct of their technical meetings.

Two members of the delegation, Mr. Cummings and Mr. Freeman, accepted the invitation of the National Society of Engineers of France to go with members of the Society on their annual excursion to the region of the French Alps. Mr. Freeman gave an account of this trip, the object of which was to view the recent developments in Southeastern France. Among the developments on which Mr. Freeman commented were those in metallurgy and hydro-electric power in the French Alps, and the new harbor works at Marseilles.

A general description of the visit of the delegation to France was given by Col. Dwight. The initial gathering was held in the Eiffel Tower, where a luncheon was served and brief addresses were made. The John Fritz Medal was awarded to M. Schneider at an evening session of the Société des Ingénieurs Civils de France. Later in the month, a large part of the deputation met again at the works of Schneider and Company at Le Creusot. Col. Dwight described briefly this plant, which is the largest and most important of the Schneider works, and the various social functions which took place. He spoke highly of the wonderful *esprit de corps* found in the Schneider plants, which is the result of the care which the Company has taken to develop an intelligent and

enlightened system of industrial welfare work. Col. Dwight, who served overseas through the entire period of the war, found marvelous progress in the work of reconstruction since the Armistice and praised the wonderful spirit of the people of France which "in thousands of quiet ways is working out a solution of the perplexing problems of peace."

M. Gaston Liebert, Consul General of the French Republic, addressed the meeting expressing appreciation of the co-operation and assistance of engineers in this country during the war and summarizing the problems of the French people and the ways in which these problems are being met. He then presented medals which, at the request of M. Schneider and in the name of the French Republic, had been struck off for the following engineers: Messrs. Ambrose Swasey, Charles T. Main, Ira N. Hollis, A. S. Dwight, F. B. Jewett, George S. Webster, Edwin Ludlow, E. S. Carman, and Dr. W. McClellan.

Following this ceremony, Mr. George G. Clapperton, representing the Institution of Electrical Engineers in London, spoke briefly of the growth of that Institution and its desire to work together with engineering bodies of other countries "in softening asperities and leading to that condition of respect, confidence, and esteem between peoples on which rests the hope of mankind."

The final speaker of the evening was Prof. Jacques Cavalier, Exchange Professor from France, who endorsed the idea of the union between the engineers of various countries, but emphasized the difficulty resulting from different languages. He believes that the exchange professorship movement may contribute materially to the union of the engineers of the two countries.

ACTIVITIES OF LOCAL SECTIONS*

Ninety-eighth Regular Meeting of the San Francisco Section

The Ninety-eighth Regular Meeting of the San Francisco Section was held at the Engineers' Club on August 16th, 1921; President F. R. Muhs in the chair; H. D. Dewell, Acting Secretary; and present, also, 114 members and guests.

The Acting Secretary presented a letter from the Secretary of Engineering Council requesting the financial support of the Section to the "B. B. Campaign", and reported that the Board of Directors had recommended that the Section decline to support the movement as a body. No action was taken on the matter, but President Muhs suggested that the members of the Section individually support the Campaign.

In reply to an inquiry from Mr. C. E. Grunsky relative to the disposition made by the Board of Directors of Draft No. 6 of the Federated California Technical Societies and the California Technical Council, the Acting Secretary reported that the matter had been presented to the Board of Directors and that the members of the Board had briefly discussed it, but had made no recommendations relative to the subject. Assurance was given by President Muhs that the matter would receive further consideration at the next meeting of the Board of Directors.

The election of a Secretary-Treasurer to fill the unexpired term of Mr. Nathan A. Bowers, whose resignation was reported at the Ninety-seventh Regular Meeting of the Section, was the next order of business. Mr. Henry D. Dewell was elected to the position, and in a brief address thanked the Section for the honor conferred on him.

On motion, duly seconded, the Section expressed its regret that Mr. Bowers had been compelled to resign his office and its appreciation of his splendid work as Secretary-Treasurer of the Section.

The subject of the evening was "The Proposed San Francisco Bay Crossing." In this connection, Mr. C. H. Snyder spoke on the "General Engineering and Financial Features of a San Francisco Bay Crossing." He discussed the subject in relation to traffic, location of terminals, direction of future growth of city, etc., and presented a plan for a bridge and tunnel which would take care of the vehicular traffic for many years. Mr. Charles Derleth, Jr., discussed "The Probable Effect of Earthquakes on a San Francisco Bay Bridge and Tunnel", in which he stated that "two phases of the subject were to be recognized; first, the condition existing when a structure is on a fault line; and, second, the condition when the structure is at some distance from the fault line, but in the zone of appreciable earth-vibration". In closing his discussion, Prof. Derleth stated that he knew of "no reason to fear the effect of an earthquake on a bridge or tunnel, if properly designed and constructed."

The addresses by Messrs. Snyder and Derleth were followed by a general discussion of the subject in which Messrs. C. E. Grunsky, M. M. O'Shaughnessy, M. C. Couchot, R. S. Chew, H. L. Hachl, Harlan D. Miller, and Col. A. A. Peters took part.

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* For list of Local Sections, Officers, etc., see p. 890.

Excursion to the Tunnel of the San Francisco-Sacramento Railroad Through the Berkeley Hills

On September 7th, 1921, at the invitation of Mr. C. M. Mardell, Chief Engineer of the San Francisco-Sacramento Railroad, about 35 members of the Section left on a special train to witness the placing of a pair of concrete ribs for the lining of the tunnel of the Railroad Company through the Berkeley Hills.

The ribs are of pre-cast reinforced concrete about 23 ft. high, approximately 16 by 24 in. in cross-section, and weigh 5 tons each. They are put in place by a specially designed derrick which is mounted on a flat car, the actual time of placing the ribs after they have been transferred to the point of installation is approximately 15 min. All the work was done without interruption to traffic, and the members of the Section greatly appreciated Mr. Mardell's courtesy in permitting them to witness this interesting operation.

Meeting of Colorado Section

The 119th Regular Meeting of the Colorado Section was held at the Denver Athletic Club, on September 9th, 1921; President A. N. Miller in the chair; Walter L. Drager, Secretary; and present, also, 20 members and 7 guests.

President Miller announced the resignation of Mr. J. S. Means as Secretary-Treasurer and the appointment by the Executive Committee of Mr. Walter L. Drager to complete the unexpired term.

The minutes of the meeting of June 13th, 1921, were read and approved.

Mr. A. E. Palen, as Chairman of the Auditing Committee, reported that the books of the retiring Secretary-Treasurer had been audited and found to be correct. On motion, duly seconded, the report was accepted and the Committee discharged.

Abstracts of letters from various Local Sections relative to the proposed revision of the Constitution of the Society were read by the Secretary. The subject was discussed by the members present, but no action was taken.

Mr. George G. Anderson, Director from District No. 11, who was present as one of the guests, extended the greetings from the Los Angeles Section and discussed briefly various topics of general interest to the Society.

Mr. John L. Savage, Engineer of the U. S. Reclamation Service, gave an interesting lecture on the Pueblo Flood, during the course of which he showed numerous lantern slides of the damage done in the Arkansas Valley, and discussed the various plans for flood prevention and river control which have been considered by the Reclamation Service Board of Engineers. Mr. Savage was followed by Mr. James Munn, also a member of the Board, who discussed the subject.

Meeting of Duluth Section

A regular meeting of the Duluth Section was called to order at 12.15 P. M., on October 17th, 1921; Vice-President W. H. Hoyt in the chair; W. G. Zimmermann, Secretary; and present, also, 18 members and 2 guests.

The minutes of the meeting of September 19th, 1921, were read and approved.

The bill recently passed by the Minnesota Legislature for the Licensing of Engineers, Architects, and Land Surveyors, was discussed by the members present. This discussion showed a diversity of opinion among such members as to the value of registration under an optional law by which engineers may continue to practice without a license if they do not use the title, "Licensed Professional Engineers", as provided in the Minnesota Law. The cost of registration and the renewal fees were also discussed.

A discussion of the paper read at the last meeting by Mr. D. A. Reed, on the subject of the Duluth City Water Supply, was then opened by Mr. W. B. Patton who related incidents in regard to the choice and development of the site. Mr. Patton was followed by Mr. Reed who stated that the question of water supply should be taken up as promptly as possible by the proposed City Planning Commission.

Regular Meeting of the Kansas City Section

A regular meeting of the Kansas City Section was held on September 6th, 1921; President Alexander Maitland, Jr., in the chair; Henry C. Tammen, Secretary; and present, also, 22 members and 1 guest.

A resolution passed by the St. Louis Section relative to the proposed Revision of the Constitution of the Society, was read, together with a discussion of the subject by Mr. A. S. Baldwin, a member of the Committee of the Society which drafted the new Constitution. After a general discussion of the subject, it was decided, on motion, duly seconded, that the Section endorse and support the proposed Revision of the Constitution and that the Secretary be instructed to bring the matter before all members of the Section and urge their support of it.

Mr. A. C. Everham, a member of the Section and also Secretary of the Kansas City Engineers' Club, stated that Governor Hyde had asked the Engineers' Club to suggest to him the names of engineers who were competent to serve on the Missouri State Highway Commission. Mr. Everham requested that a committee of the Section be appointed to act with a similar committee of the Engineers' Club in making these recommendations. On motion, duly seconded, the President was instructed to appoint such a committee and, subsequently, Messrs. E. P. Weatherly, G. C. Haydon and H. K. Seltzer were appointed.

The programme for the meeting comprised discussion of the more important projects involved in an $18 000 000 bond issue soon to be voted on in Kansas City.

The question of Water Supply was presented by Mr. Clinton S. Burns and Mr. Charles S. Foreman, First Assistant Engineer of the Water Department of Kansas City. In the course of his remarks, Mr. Burns outlined the investigations made of sources of water supply and described the general features of the proposed plant. Mr. Foreman discussed the need of a new plant and the operation and shortcomings of the present one.

Mr. Paul A. Hartung, Engineer of Sewers of Kansas City, gave an interesting discussion of the proposed Blue Valley Sewer.

Mr. E. M. Stayton outlined the need for a new Armory and presented the various proposals considered in connection with its location and type.

Information regarding a number of street-widening and bridge projects, to be included in the bond issue, was given by Mr. Robert W. Waddell.

The meeting was concluded by Mr. Hart Cummin who described the civic educational work that is being undertaken by the Public Service Institute in Kansas City.

Regular Meeting of the Los Angeles Section

A regular meeting of the Los Angeles Section was called to order at 7.30 P. M., on October 12th, 1921, at the Wilshire Country Club; Vice-President F. D. Howell in the chair; F. G. Dessery, Secretary; and present, also, 49 members and 19 guests.

Mr. F. L. Sellew, Chairman of the Sewer Committee, presented a report of the Committee on the resolution of the Los Angeles Chamber of Commerce relative to sewage disposal, in which the Committee recommended the disapproval of the resolution by the Section. This report, on motion duly seconded, was unanimously adopted as the sentiment of the Section, and the Secretary was instructed to send a copy of it to the Chairman of the Engineers' Advisory Committee of the Chamber of Commerce.

The Secretary read a letter dated October 4th, 1921, from Director George G. Anderson, embodying the following resolution:

"*Whereas,* H. R. 7541, providing for a commissioned status to Sanitary Engineers, in the U. S. Public Health Service, is now under consideration by the Committee on Interstate and Foreign Service; and

"*Whereas,* Such provision is desirable and necessary in order that the Government may command the services of Engineers of the qualifications required to advance the Public Health Service, and no additional appropriations or expenditure of funds are contemplated by the Act;

"*Be it Resolved,* That the Los Angeles Section, American Society of Civil Engineers, approve and endorse the measure, and instruct the Secretary to send copies of the resolution to Hon. Samuel E. Winslow, Chairman of the Committee on Interstate and Foreign Service, to the Board of Direction, to all other Local Sections, and that the individual members communicate with members of Congress urging their assistance to secure the speedy enactment of the measure."

On motion, duly seconded, this resolution was unanimously adopted.

The topic of the evening, "The Work of the Los Angeles City Planning Commission", was introduced by Mr. W. S. Post who outlined the work of the Commission, pointing out its engineering features. The subject was discussed in detail by Messrs. Sumner P. Hunt, H. Lichtenberger, G. Gordon Whitnall, J. R. Prince, E. G. Sheibley, W. D. Smith, Charles H. Cheney, John A. Richert, Robert M. Allan and Jesse E. Stephens.

Mr. W. D. Smith, of the City Planning Committee, to which the matter of the location of the new Public Library was referred, presented the following resolution:

"*Be it Resolved,* That the Los Angeles Section, American Society of Civil Engineers, is opposed to the location of the Public Library in Pershing Square, and that this Section is opposed to the construction of the Public Library in

any location which will or may block the opening of Park Boulevard, and that this Section favors Normal Hill as the site for the Public Library; and

"Be it Further Resolved, That the Los Angeles Section, American Society of Civil Engineers, is strongly in favor of the use of the proposed hotel site at Fifth and Olive Streets for public purposes and as a part of the future civic or cultural center of the City."

This resolution was unanimously adopted, and the Secretary was instructed to forward a copy of it to the City Planning Commission.

A progress report of the finances of the Section was presented by Treasurer E. R. Bowen, and Vice-President Howell announced the result of the vote on the amendments to the Constitution canvassed at the meeting of the Society on October 5th, 1921.

Vice-President Howell introduced Mr. Charles G. Patrick as a new member of the Section.

On motion, duly seconded, a vote of thanks was extended to the speakers who furnished the evening's entertainment.

Meeting of the St. Louis Section

The 106th Regular Meeting of the St. Louis Section was called to order at the American Annex Hotel, on October 24th, 1921; Vice-President E. B. Fay in the chair; W. R. Crecelius, Secretary; and present, also, 18 members.

The minutes of the meeting of September 26th, 1921, were read and approved.

The Secretary read communications from the Los Angeles Section, the Engineers' Club of Columbus, Ohio, and from the Acting Secretary of the Society relative to the status of engineers in the U. S. Public Health Service, together with enclosed resolutions favoring the bill now before Congress.

Col. J. A. Ockerson, representing the Section on the Committee of the Chamber of Commerce to consider the proposed new Constitution for the State of Missouri, reported on the activities of that Committee. It was moved and carried that it is the opinion of the Section that an engineer should be selected as a delegate to the State Constitutional Convention.

The Nominating Committee reported on the nominations for officers of the Section for 1922.

The discussion opened at the September meeting on the subject "Should the Construction of New Public Works Await Lower Material Prices and Wages?", was continued. In this connection, Mr. J. W. Skelly presented a letter from the Associated Retailers enclosing a speech by Mr. Louis P. Aloe, President of the Board of Aldermen, advocating an immediate bond issue for the relief of unemployment, and, on motion, duly seconded, this communication was received and ordered filed. A general discussion of the construction of new public works followed, which was participated in by Messrs. Brown, Marks, Stoecker, Garrett, Phillips, Baker, Ockerson, and Fay. In the course of his discussion, Mr. Brown advocated a new bond issue for the construction of new public works next summer when labor and material prices are expected to be somewhat lower. The trend of the discussion seemed to indicate the general opinion that considerable reduction in both labor rates and material prices may be expected in the near future.

EMPLOYMENT SERVICE OF THE FEDERATED AMERICAN ENGINEERING SOCIETIES

An Engineering Societies Service Bureau was established December 1st, 1918, as an activity of Engineering Council, managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. On January 1st, 1921, this Bureau was taken over by The Federated American Engineering Societies and is now known as the Employment Service of that organization. It is co-operating with engineering organizations in all parts of the country and is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings,* copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

YOUNG MEN to learn business, with a view to sales. Men are sent to the factory for from six months to a year, where they are trained in manufacture of building products, working from department to department through the plant. At all times, while at the factory, they are available to the Sales Organization when in need of men. Location, New York City; Factory, Va. X–848.

DESIGNER for concrete mixers. Experience in this work essential. Location, Pa. X–1104.

SALESMEN to sell concrete mixers and similar contractors' equipment. Also, gasoline engine experience desirable or will consider salesman with gasoline engine experience only. Location, New York City. X–1105.

DESIGNER for dredges, cranes, etc. Also, steam engine or steam pump design. Boiler-plate and structural steel experience desirable. Location, Pa. X–1213.

INSTRUCTOR, preferably with previous teaching experience in Theoretical Mechanics and Mechanics of Materials, for State university. Location, South. X–1214.

MEN AVAILABLE

MANAGER OR REPRESENTATIVE, Assoc. M. Am. Soc. C. E., age 37. Sixteen years' experience in all branches of engineering and construction, including municipal, power-plant installation, all classes of building construction, and road work. Has held all the various positions, including those of superintendent and manager. Three years as Captain in the Construction Division of the Army, duties covered construction in all sections of the country. Capable organizer and executive and able to transact business along modern methods. Now located in the Pacific Northwest, will consider any location, even foreign countries. Will act as representative for an engineering or construction firm for a small salary and a percentage of the profits. CE–270.

GRADUATE ENGINEER, Assoc. M. Am. Soc. C. E., age 36, married. Fifteen years' general experience: railway maintenance, construction, and location; Panama Canal; design of factory buildings and rubber machinery; design and construction of bridges; management of highway construction; design and construction water-works plant; testing laboratory experience, physical, chemical, electrical. Prefers South, but will go anywhere, including tropics. Salary $250 month, or less, depending on conditions. Present residence, Akron, Ohio. CE–271.

CIVIL ENGINEER, Assoc. M. Soc. C. E., age 34, married. Ten years' experience in structural and mechanical lines, including design and equipment, structural steel and sheet metal work for mill buildings, towers, trestles, breechings, etc. Also, has had considerable experience in development of warped surfaces and skewed connections, as well as checking, estimating, inspecting, and field superintendence of work. New York City and vicinity preferred. CE–272.

CIVIL ENGINEER, Assoc. M. Am. Soc. C. E., technical education, age 36. Twelve years' experience on responsible work, as follows: Filter plant design and construction, railroad location and construction, surveys and investigations, location and construction of heavy highway work, drainage work, and concrete bridge design and construction. Competent and experienced in both field and office work. Capable of executive position. Exceptionally well fitted for contractor on highway work or bridges. Willing to go anywhere. Excellent record and references. CE–275.

DESIGNER, Assoc. M. Am. Soc. C. E., technical graduate, age 38, married. Fifteen years' experience on large hydro-electric, water supply, sewerage, and industrial building developments. Refer to past employers. Location in or near New York City. CE–276.

GRADUATE CIVIL ENGINEER AND CONSTRUCTION SUPERINTENDENT, Assoc M. Am. Soc. C. E., age 34, degree, 1908. Twelve years' experience, roads, bridges, surveys, sewers, water-works, and concrete industrial buildings. Experience includes design, inspection, and superintendence. Two years in charge of war work for Construction Division, U. S. A. Available at once. Location immaterial. CE–273.

CIVIL ENGINEER, M. Am. Soc. C. E., technical graduate, age 35. Twelve years' broad experience, designing and constructing all types of structures, subways, viaducts, and industrial plants, steel and reinforced concrete buildings, water supply, sewer systems, boiler house, piers, railways, and highways. Has been in charge of designs, estimating, and construction work. Capable organizer and executive. CE–274.

ANNOUNCEMENTS

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

December 7th and 8th, 1921.—Discussion of the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete.

The Tentative Specifications for Concrete and Reinforced Concrete, contained in the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete, published in *Proceedings* for August, 1921, pp. 59-124, will be discussed at meetings of the Society held on December 7th and 8th, 1921. There will be six sessions, at which portions of the Report will be considered tentatively as follows:

December 7th, 9 A. M.—Chapter IX, Water-Proofing and Protective Treatment.
Chapter X, Surface Finish.
2 P. M.—Chapter VI, Depositing Concrete.
Chapter VII, Forms.
Chapter VIII, Details of Construction.
8 P. M.—Regular Business Meeting of the Society.
Chapter XI, Design.

December 8th, 9 A. M.—Continuation of discussion of Chapters VIII and XI.
2 P. M.—General discussion of the Tentative Specifications for Concrete and Reinforced Concrete and of the scope of the Joint Committee's work.
8 P. M.—Chapter III, Quality of Concrete.
Chapter IV, Materials.
Chapter V, Proportioning and Mixing Concrete.

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes of the New York Section* are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is

* *Proceedings*, Am. Soc. C. E., October, 1921, p. 803.

understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

ANNUAL MEETING

The Sixty-ninth Annual Meeting will be held at the Headquarters of the Society, 33 West 39th Street, New York City, on Wednesday, Thursday, and Friday, January 18th, 19th, and 20th, 1922.*

"TRANSACTIONS" FOR SALE

It is possible to secure a fairly complete set of the *Transactions* of the Society for a very reasonable price as, owing to limited storage space, the Board of Direction has decided to dispose as rapidly as possible of surplus stock.

Some volumes are entirely out of print. Of those available, the following can now be furnished to *members of the Society* for the prices noted:

Vols. 2, 6, 9-10, 15-20, 22, 24-27, 29-42, 44	(30 Vols.)	$50
" 45, 49-53, Parts A-F of 54, 55-67, 69-70, 72-79	(35 ")	$50

It is suggested that members wishing these volumes send in their orders promptly, as the supply of certain of them is limited. Requests will be filled in order of receipt.

A deduction of $2 per volume will be made for any volume out of print when the order is received.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1921.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper.

All manuscripts submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

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* For tentative programme for Annual Meeting, see p. 867.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availability for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion, will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication in *Proceedings* and with the paper in the volumes of *Transactions.*

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 36 of the Year Book for 1921.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section (Constitution Approved by Board, 1905).

Frederick R. Muhs, President; H. D. Dewell, Secretary-Treasurer, 503 Market Street, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section (Constitution Approved by Board, 1909).

A. N. Miller, President; Walter L. Drager, Secretary-Treasurer, 412 Tramway Building, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section (Constitution Approved by Board, 1912).

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the second Tuesday of each month, at 1.00 P. M., at the Ansley Hotel, to which visiting members of the Society are welcome. Visitors desiring information will telephone the Secretary, "Ivy 3605."

Baltimore Section (Constitution Approved by Board, 1914).

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section (Constitution Approved by Board, 1921).

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section (Constitution Approved by Board, 1921).

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Meetings are held at the rooms of the Engineers' Club of Columbus in the Southern Hotel. The Annual Meeting is held on the second Friday of November and at least two other meetings are held each year the dates of which are designated by the Board of Direction of the Section.

Cincinnati Section (Constitution Approved by Board, 1920).

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 13 East Third Street, Cincinnati, Ohio.

Cleveland Section (Constitution Approved by Board, 1915).

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the rooms of the Section, Hotel Winton. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section (Constitution Approved by Board, 1919).

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section (Constitution Approved by Board, 1916).

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section (Constitution Approved by Board, 1916).

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 2001 Sixteenth Street, N. W., Washington, D. C.

Duluth Section (Constitution Approved by Board, 1917).

John L. Pickles, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section (Constitution Approved by Board, 1916).

Charles B. Burdick, President; W. D. Gerber, Secretary-Treasurer, 918 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section (Constitution Approved by Board, 1920).

C. S. Nichols, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Kansas City (Mo.) Section (Constitution Approved by Board, 1921).

Alexander Maitland, Jr., President; Henry C. Tammen, Secretary-Treasurer, 1012 Baltimore Avenue, Kansas City, Mo.

Regular meetings of the Section are held on the first Tuesday of March, June, September, and December, the last being the Annual Meeting. The

members of the Kansas City Engineers' Club meet at luncheon at the University Club every Tuesday from 12 M. to 2 P. M., and all members of the Society are invited to attend these luncheons.

Kansas Section (Constitution Approved by Board, 1920).

L. E. Conrad, President; Frank S. Altman, Secretary-Treasurer, 1114 Garfield Avenue, Topeka, Kans.

Los Angeles Section (Constitution Approved by Board, 1913).

H. W. Dennis, President; Floyd G. Dessery, Secretary, 619 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Louisiana Section (Constitution Approved by Board, 1914).

Ole K. Olsen, President; F. A. Muth, Secretary, 224 Custom House Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nashville Section (Constitution Approved by Board, 1921).

Arthur J. Dyer, President; Granbery Jackson, Secretary-Treasurer, 220 Capitol Boulevard, Nashville, Tenn.

Nebraska Section (Constitution Approved by Board, 1917).

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section (Constitution Approved by Board, 1920).

Nelson P. Lewis, President; J. P. J. Williams, Secretary, 33 West 39th Street, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northwestern Section (Constitution Approved by Board, 1914).

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Avenue, St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Oklahoma Section (Constitution Approved by Board, 1920).

H. V. Hinckley, President; R. E. Brownell, Secretary-Treasurer, 401 First National Bank Building, Oklahoma, Okla.

Philadelphia Section (Constitution Approved by Board, 1913).

John Meigs, President; S. C. Hollister, Secretary, 1200 Land Title Building, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held at times announced in advance.

Pittsburgh Section (Constitution Approved by Board, 1918).

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 1510 Carson Street, Pittsburgh, Pa.

Portland (Ore.) Section (Constitution Approved by Board, 1913).

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held regularly on the third Friday of each month. All members of the Society in any grade are cordially invited to attend.

Providence (R. I.) Section (Constitution Approved by Board, 1920).

Sydney Wilmot, Chairman; Robert L. Bowen, Secretary-Treasurer, 26 Sycamore Street, Providence, R. I.

The Section regularly holds meetings jointly with the Structural and Municipal Sections of the Providence Engineering Society, at the Society Rooms, 29 Waterman Street, on the fourth Tuesday of each month, from September to May. The Annual Meeting is held in May. All visiting members of the Society are cordially invited to attend these meetings.

St. Louis Section (Constitution Approved by Board, 1914).

William S. Mitchell, President; W. R. Crecelius, Secretary-Treasurer, 301 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section (Constitution Approved by Board, 1915).

F. J. Grumm, President; J. Y. Jewett, Secretary-Treasurer, Administration Building, Balboa Park, San Diego, Cal.

Regular meetings are held on the third Tuesday of each month at the Chamber of Commerce. Visiting members of the Society are invited to attend.

Seattle Section (Constitution Approved by Board, 1913).

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1319 L. C. Smith Building, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Spokane Section (Constitution Approved by Board, 1914).

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Meetings are held on the second Friday of each month. These meetings are noonday luncheons at Davenport's, and all visiting members of the Society are invited to attend.

Texas Section (Constitution Approved by Board, 1913).

J. H. Brillhart, President; E. N. Noyes, Secretary, 1107 Dallas County Bank Building, Dallas, Tex.

Utah Section (Constitution Approved by Board, 1916).

W. R. Armstrong, President; H. S. Kleinschmidt, Secretary-Treasurer, 222 Felt Building, Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the Secretary.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS*

Leland Stanford, Jr., University Student Chapter, Organized 1920.

R. L. Wing, President; John H. Colton, Corresponding Secretary, Box 121, Stanford, Cal.

Alabama Polytechnic Institute Student Chapter, Organized 1921.

Alfred D. Boyd, Secretary, Alabama Polytechnic Institute, Auburn, Ala.

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

John W. Guilday, President; C. A. Harrell, Secretary of Section I; R. Blickensderfer, Secretary of Section II; University of Cincinnati, Cincinnati, Ohio.

California Institute of Technology Student Chapter, Organized 1921.

J. Arthur Macdonald, Secretary, California Institute of Technology, Pasadena, Cal.

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

William Minot Thomas, President; T. W. Broughton, Secretary, 2165 Fourteenth Street, Troy, N. Y.

Cornell University Student Chapter, Organized 1921.

John J. Chavanne, Jr., Secretary, Cornell University, Ithaca, N. Y.

Drexel Institute Student Chapter, Organized 1920.

C. V. Nishwitz, Chairman; Raymond Radbill, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Johns Hopkins University Student Chapter, Organized 1921.

Eric M. Arndt, President; Melvin E. Scheidt, Secretary, Box 566, Homewood, Baltimore, Md.

Massachusetts Institute of Technology Student Chapter, Organized 1921.

D. H. McCreery, President; T. S. Wray, Secretary, Massachusetts Institute of Technology, Cambridge, Mass.

New York University Student Chapter, Organized 1921.

William J. Kiehnle, President; George H. Martin, Jr., Secretary, New York University, University Heights, New York City.

Oregon State Agricultural College Student Chapter, Organized 1921.

John B. Alexander, Secretary, Omega Upsilon House, Oregon State Agricultural College, Corvallis, Ore.

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* By a recent ruling of the Board of Direction, the minimum membership of a Student Chapter has been fixed at 12 instead of 20.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

Polytechnic Institute of Brooklyn Student Chapter, Organized 1921.

Richard Kanegsberg, Secretary, Polytechnic Institute of Brooklyn, Brooklyn, N. Y.

Purdue University Student Chapter, Organized 1921.

Donald A. Leach, President, 208 Fowler Avenue, West Lafayette, Ind.

Rose Polytechnic Institute Student Chapter, Organized 1921.

Kenneth L. De Blois, President; Duncan Baker, Secretary, 1606 North Eighth Street, Terre Haute, Ind.

Rutgers College Student Chapter, Organized 1921.

L. C. Kuhl, President; A. C. Ely, Secretary, 105 Winants Hall, Rutgers College, New Brunswick, N. J.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

Swarthmore College Student Chapter, Organized 1921.

Frank Lemke, President; H. Chandler Turner, Jr., Secretary, Swarthmore College, Swarthmore, Pa.

Syracuse University Student Chapter, Organized 1921.

Arthur V. Dollard, Secretary, College of Applied Science, Syracuse University, Syracuse, N. Y.

University of Calfornia Student Chapter, Organized 1921.

H. G. Gerdes, Secretary, Care, Prof. Charles Derleth, Jr., College of Civil Engineering, University of California, Berkeley, Cal.

University of Colorado Civil Engineering Society Student Chapter, Organized 1920.

W. C. Peterson, President; D. H. McNeal, Secretary, 1205 Thirteenth Street, Boulder, Colo.

University of Illinois Student Chapter, Organized 1921.

A. L. R. Sanders, President; M. E. Jansson, Secretary, University of Illinois, Urbana, Ill.

University of Kansas Student Chapter, Organized 1921.

Waldo G. Bowman, Secretary, 1106 Ohio Street, Lawrence, Kans.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Maine Student Chapter, Organized 1921.

George H. Ferguson, Jr., Secretary, University of Maine, Orono, Me.

University of Minnesota Student Chapter, Organized 1921.

C. L. Swanson, President, 1716 Tyler Street, N. E., Minneapolis, Minn.

University of Nebraska Student Chapter, Organized 1921.

L. Kent Holloway, Secretary, University of Nebraska, Lincoln, Nebr.

University of Pennsylvania Student Chapter, Organized 1920.

Charles W. Foppert, President; Fred Welchy, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

W. E. Marshall, President; J. M. Daniels, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

W. H. D. Taylor, President; Phil M. Ferguson, Secretary, 511 West 19th Street, Austin, Tex.

University of Washington Student Chapter, Organized 1921.

G. B. Richardson, President; G. E. Large, Secretary, 4518 Eleventh Avenue, N. E., Seattle, Wash.

University of Wisconsin Student Chapter, Organized 1921.

Herbert Wheaton, President; Olaf N. Rove, Secretary, University of Wisconsin, Madison, Wis.

Virginia Military Institute Student Chapter, Organized 1921.

Benjamin F. Parrott, Secretary, Virginia Military Institute, Lexington, Va.

Washington University Collimation Club Student Chapter, Organized 1920.

William D. Rolfe, President; Erwin Bloss, Secretary, Washington University, St. Louis, Mo.

Yale University Student Chapter, Organized 1921.

W. G. Geile, President; P. W. Thompson, Secretary, Winchester Hall, New Haven, Conn.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 48, 49, and 50 of the Year Book of the Society for 1921.

NEW BOOKS*

(From October 1st to October 31st, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

MODERN CENTRAL STATIONS.

By Charles W. Marshall. (Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 115 pp., illus., 6 x 4 in., cloth. 85 cents.

A brief description of the principal features of British central station practice, intended for young engineers. Includes the coal and ash-handling plant, boiler house, engine room, switch and protective gear, plant operation, and testing.

ELECTRICAL TRANSMISSION OF PHOTOGRAPHS.

By Marcus J. Martin. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 136 pp., illus., diagrams, 7 x 5 in., cloth. $2.00.

A brief description of the various systems devised for the transmission of photographs over metallic conductors, and of the principles underlying them. Chapters on television and on the wireless transmission of photographs are added, as is also one containing full working drawings for an experimental transmitting or receiving machine.

FIRST PRINCIPLES OF ELECTRICAL TRANSMISSION OF ENERGY.

By W. M. Thornton. (Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 116 pp., diagrams, 6 x 4 in., cloth. 85 cents.

This book is the substance of a course of six lectures given to an audience of practical engineers and students. The subject is presented from the viewpoint of the electron, not yet usual in engineering literature.

AMERICAN ELECTRICIAN'S HANDBOOK.

By Terrell Croft. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 823 pp., illus., 7 x 4 in., fabrikoid. $4.00.

A collection of the information needed by wiremen, contractors, linemen, small plant superintendents, operators, and construction engineers, in selecting, installing and operating commercial electrical apparatus for the performance of various duties. This edition has been carefully revised throughout, obsolete matter discarded, new matter added, and many parts have been rewritten.

BERICHTE UND ABHANDLUNGEN DER WISSENSCHAFTLICHEN GESELLSCHAFT

Für Luftfahrt. (Beihefte zur *Zeitschrift Flugtechnik und Motorluftschiffahrt,* 4 Heft, April 1921.) München, R. Oldenbourg. 81 pp., illus., 12 x 9 in., paper. 32 marks.

This supplement contains the proceedings of the sixth meeting of the Society, at Charlottenburg, October 15, 1920. In addition to the official actions of the meeting, it contains the technical papers presented, which treat of the relation between the design of power plants for aircraft and safety in flight. The results of research in aerology and atmospheric electricity by flights, the formation of eddies by planes, and advances in space telegraphy and telephony.

STEAM BOILERS.

By Terrell Croft. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 412 pp., illus., 8 x 6 in., cloth. $4.00.

This book has been compiled for men of little schooling who wish to inform themselves about the construction and operation of steam boilers, especially those preparing for examinations for engineers licenses. It treats of the functions, history, and modern types of boilers, boiler construction, accessories, steam generation, superheating, fuels, settings, furnaces, feed-waters, boiler-room equipment, inspection, and management, in clear, simple language.

PNEUMATIC CONVEYING.

By E. G. Phillips. (Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 108 pp., illus., 6 x 4 in., cloth. $.85.

A general survey of the information available on machinery and methods for handling coal, ashes, grain, and other heavy solids, with brief references to air-lift pumping, vacuum cleaning, etc.

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* Unless otherwise specified, books in this list have been donated by the publishers.

MECHANISM.

By Robert McArdle Keown. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 173 pp., illus., diagrams, 9 x 6 in., cloth. $2.25.

A brief course for students of engineering. Commences with a short discussion of motions and velocities, which is followed by a study of linkages, cams, gearing, belting, and intermittent motions. In this revision difficult points have been made clearer and many problems have been added.

GRINDING MACHINES AND THEIR USE.

By Thomas R. Shaw. (Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 114 pp., illus., 6 x 4 in., cloth. 85 cents.

A concise review of the main principles of workshop precision grinding, based on long experience in the design and construction of grinding machines and close observation of their utility. Suitable as an introduction to the subject.

DRAWING ROOM PRACTICE.

By Frank A. Stanley. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 253 pp., illus., 9 x 6 in., cloth. $2.50.

This book deals with the making of drawings, from the simplest constructions to complete assembly and working drawings of various classes. It is based on experience in a number of leading American and European drawing rooms, and in teaching students. The difficulty in visualizing the work represented by a drawing, which many students undergo, has led the author to present photographs of the objects represented by the working drawings discussed in the book.

GESUNDHEITS-INGENIEUR:

Festnummer, Juli, 1921. München, R. Oldenbourg. 52 pp., 13 x 10 in., paper. 10 marks.

This "Festnummer" was issued to commemorate the Tenth Convention of Heating and Ventilating Engineers, at Munich, in July, 1921. Papers on the heating and ventilating plant of the new Rathaus at Barmen, methods of utilizing waste heat, the development of electric heating in Switzerland and an extensive system of central heating are included, together with others on the general subject.

GAS-WOCHE:

Sonderheft der Zeitschrift *Das Gas- und Wasserfach.* 48 pp., 13 x 10 in., paper. 12 marks.

This special number of *Das Gas- und Wasserfach,* issued in connection with the convention of gas manufacturers held at Krummhübel in June, 1921, contains a number of papers of interest to those connected with the industry, of a technical and economic nature.

TEMPERATURE INDICATING AND CONTROLLING SYSTEMS.

By Franklin D. Jones. N. Y., Industrial Press, 1921. 59 pp., illus., 9 x 6 in., paper. 50 cents.

A general review of the application of thermo-electric pyrometers to the heat-treatment of steel parts. The methods and apparatus used in various plants to indicate, control and record temperature are described and illustrated.

THE WORKING OF STEEL.

By Fred H. Colvin and K. A. Juthe. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 245 pp., illus., 9 x 6 in., cloth. $4.00.

The authors have collected, from their own experience and that of others, information on the most approved methods of working the various kinds of steel in use to-day. These include low-carbon, high-carbon, and alloy steels of various kinds and from a variety of industries. The book discusses the chemical and physical properties of steels, forging, annealing, case-hardening, heat treatment, and hardening.

CHEMICAL AND METALLOGRAPHIC EXAMINATION OF IRON, STEEL, AND BRASS.

By William T. Hall and Robert S. Williams. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 501 pp., illus., 8 x 5 in., cloth. $5.00.

This work is divided into two parts. The first gives a careful selection of methods for the chemical analysis of iron and steel, brass and bronze. Special attention is given to explanation of the chemical reactions involved in the methods given and to the discussion of their accuracy. Emphasis is placed on those that are both accurate and rapid. Part 2 considers the physical inspection of metals. In it the methods for preparing and examining polished surfaces are described. A brief introduction to metallography, as applied to the inspection of alloys, is included.

INTRODUCTION TO THE STUDY OF MINERALS AND ROCKS.

By Austin Flint Rogers. Second Edition. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 527 pp., illus., 7 x 5 in., fabrikoid. $4.00.

This textbook is intended as a textbook for a year's work in the study of minerals and rocks, and also as a field manual of convenient size and scope. The first part describes the chemical, morphological, and physical properties of minerals. Part 2 contains the description of 175 minerals, including all the common ones and most of those of any special economic, geological, or scientific importance. Part 3 is an elementary discussion of the occurrence, association and origin of minerals, and Part 4 contains two tables for the determination of minerals; one depending on crystal form and physical properties, and suited to field use, the other confined to laboratory use.

TEXTBOOK OF GEOLOGY.

By Philip Lake and R. H. Rastall. Third Edition. Lond., Edward Arnold, 1920. 508 pp. pl., illus., 9 x 6 in., cloth. $7.50. (Gift of Longmans, Green & Co.)

A textbook that fills the gap between elementary books and standard reference authorities, particularly full in its references to the geology of the British Isles. This edition has been considerably altered and revised throughout.

ANALYTICAL MECHANICS FOR ENGINEERS.

By Fred B. Seely and Newton E. Ensign. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 486 pp., diagrams, 9 x 6 in., cloth. $4.00.

The aim in this book has been to make the principles of mechanics stand out clearly, to build them up as much as possible from common experience, to apply the principles to concrete problems of practical value, and to emphasize the physical rather than the mathematical interpretation of them. Statics, kinematics, and kinetics are included, the two latter being developed with regard for the increasing importance of dynamics to engineers. The treatment of kinetics has been restricted to the more common types of motion found in engineering practice, but these motions have been treated more fully than is usual in elementary texts.

MECHANICS.

By James E. Boyd. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 417 pp., diagrams, 9 x 6 in., cloth. $3.50.

Intended to give a working knowledge of the principles of mechanics and to supply a foundation on which intelligent study of the strength of materials, stresses in structures, machine design, and other more technical courses may rest. In the development of the subject, emphasis is put on the physical character of the ideas expressed.

GENERAL PHYSICS.

By Ervin S. Ferry. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 732 pp., illus., 8 x 5 in., cloth. $4.00.

This book is designed for those students who require a co-ordinated elementary course in the fundamental principles, the methods and the industrial applications of physics in the early part of their college career. The laws selected for inclusion in the text are those that occur frequently in the ordinary affairs of life and those widely applied in the arts. Hypotheses still in controversy are omitted, and only simple mathematics is used.

LESSONS IN LETTERING: BOOK 1.

By Thomas E. French and William T. Trumbull. 40 pp., 6 x 9 in., illus., paper. $.35.

The first volume of this series is devoted to the letter commercially known as Gothic, and widely used by engineering draftsmen. A series of graded exercises is given.

WITHIN THE ATOM.

By John Mills. N. Y., D. Van Nostrand Co., 1921. 215 pp., illus., 8 x 5 in., cloth. $2.00.

This volume is intended for readers who wish to obtain a familiarity with the basis of modern physical science. Without mathematical formulation it deals with modern theories as to matter and energy, emphasizing the granular structure and electrical nature of matter, and the apparently corpuscular character of energy. The reader need have no previous knowledge of electricity, mechanics, or chemistry.

THE CHEMIST'S HANDBOOK.

By International Correspondence Schools. Second Edition. Scranton, Pa., International Textbook Co., 1921. 348 pp., illus., 5 x 4 in., cloth. $1.00.

A reference book, small enough for the pocket, containing the rules, tables, and methods most generally needed in works laboratories.

AMERICAN SULPHURIC ACID PRACTICE.

By Philip De Wolf and E. L. Larison. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 270 pp., illus., 9 x 6 in., cloth. $3.50.

The authors of this volume have provided a book which without attempting in any way to cover the subject with the thoroughness of Lunge's classic work, will meet the needs of the man with little preliminary knowledge, who wishes an account of the practical essentials of modern American acid making. Both chamber and contact processes are described.

INDUSTRIAL AND POWER ALCOHOL.

By R. C. Farmer. (Technical Primer Series.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 110 pp., diagrams, 6 x 4 in., cloth. 85 cents.

This is a brief, non-technical account of the important uses of alcohol, other than as a beverage, suited to the needs of engineers requiring a handy survey of the subject.

COMMERCIAL COMMODITIES.

By Frank Matthews. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 319 pp., illus., 9 x 6 in., cloth. $4.00.

The purpose of this book is to give a not too detailed idea of the important raw or semi-manufactured articles used in trade. A wide variety of materials is described, including the mineral and metallurgical products, foodstuffs, drugs, textiles, oils and fats, plant juices, etc.

THE PSYCHOLOGY OF INDUSTRY.

By James Drever. N. Y., E. P. Dutton & Co. [1921]. 148 pp., 8 x 5 in., cloth. $2.50.

Dr. Drever discusses such topics as the intelligence and vocational fitness of the worker, scientific mental engineering, the factors determining efficiency of work, fatigue, economy of movement, advertising, and salesmanship. On these and similar matters he sets forth what has been done by the psychologist, in language understandable by the ordinary man. A special effort is made to adhere to the psychological point of view and to emphasize principles rather than details of results.

TIME STUDY AND JOB ANALYSIS.

By William O. Lichtner. N. Y., Ronald Press Co., 1921. 397 pp., illus., 9 x 6 in., cloth. $6.00.

The author attempts to explain the practical application of these methods in simple, non-technical terms, as might be done in a series of conferences with an executive charged with the responsibility of decision. The book first presents a general review of the principles of job standardization and their application to time study and job analysis. The organization of a staff to carry out the work is then described in detail. This is followed by a detailed description of the technique of the subject, and the book closes with a consideration of the relation of job standardization to industrial problems.

MODERN BUILDING SUPERINTENDENCE AND THE WRITING OF SPECIFICATIONS.

By David B. Emerson. N. Y., Charles Scribner's Sons, 1921. 247 pp., 7 x 4 in., cloth. $1.75.

This volume is intended to aid the young engineer in superintending construction and in writing building specifications. The author outlines, step by step, the duties of the superintendent during the erection of a typical modern twenty-story office building, calling attention to the matters that must be watched. In similar fashion, he outlines the proper procedure in writing specifications for a small dwelling.

REINFORCED CONCRETE CONSTRUCTION; PART 2.

By M. T. Cantell. Second Edition. Lond., E. & F. N. Spon, Ltd., 1921. 298 pp., illus., diagrams, 9 x 6 in., cloth. 16 s.

A continuation of Part 1, published in 1918, giving new formulas, with their construction and examples of their use. These examples are worked out fully and include the necessary information for designing all types of structures for which reinforced concrete is generally used. Among these are columns, walls, piles, retaining walls, stairs, roofs, strong rooms, water tanks and towers, reservoirs, swimming baths, bins, water mains, sewers, chimneys, etc.

ECONOMIC ASPECTS OF THE GREAT LAKES—ST. LAWRENCE SHIP CHANNEL.

By Roy S. MacElwee, Alfred H. Ritter. N. Y., The Ronald Press Co., 1921. 291 pp., maps, tab., 9 x 6 in., cloth. $4.00.

This work is a study of the local and national advantages to be gained from opening the Great Lakes to ocean traffic. It attempts to co-ordinate the information on the commercial and economic aspects of the proposed ship channel, as presented at the hearings held throughout the country by the International Joint Commission and to present the vital facts affecting the advisability of the construction of the proposed improvement.

DONATIONS TO THE READING ROOM

HANDBOOK OF NATIONAL STEEL LUMBER;

Produced by the National Steel Lumber Co. Prepared by the Steel Lumber Division, under the Direction of H. M. Naugle and Stanley Macomber, Assoc. M. Am. Soc. C. E. Second Edition. Massillon, Ohio, The National Pressed Steel Co., copyright 1921. 183 pp., diagrams, tab., 6⅝ x 4 in., cloth. (Gift of Stanley Macomber, Assoc. M. Am. Soc. C. E.)

The information presented in this Handbook is intended as an aid to the architect and engineer, in the economical design of buildings by the use of National Steel Lumber. In this, the second edition, is embodied complete information and authentic data pertaining to the use of steel lumber sections and kindred materials. The subject-matter covers all recent developments, amplifying in many respects the contents of the first edition. Considerable space is devoted to the discussion of costs of construction, particular attention being given to conditions that affect the total costs of the structural part of a building.

TESTS ON RAILWAY BRIDGES IN RESPECT OF IMPACT EFFECT:

Report of a Sub-Committee to the Advisory Committee for the Revision of the Board of Trade Requirements, 1914, in Regard to the Opening of Railways, Ministry of Transport. Lond., H. M. Stationery Office, 1921. 10 pp., 16 pl., 13¼ x 8¼ in., boards. 15 s. (Gift of Ministry of Transport.)

This report gives the results of tests of impact effect carried out on certain railway bridges. The bridges selected were of steel and, as far as possible, typical of British practice. In carrying out the tests, the intention was to ascertain, if possible, whether a formula could be recommended provisionally for practical purposes, which would provide for all normal increases to stresses, due to the live load.

MEMBERSHIP

(From October 5th to November 1st, 1921)

ADDITIONS

HONORARY MEMBERS

		Date of Membership.
CARSON, HOWARD ADAMS. 79 Glenwood St., Malden, Mass.	M. Hon. M.	Feb. 7, 1894 Oct. 10, 1921

MEMBERS

ALBRIGHT, PORTER HUGH. Cons. Engr., 1130 Central Bldg., Los Angeles, Cal.	Assoc. M. M.	Dec. 3, 1913 Oct. 12, 1921
BARTHOLOMEW, HARLAND. Engr., City Plan Comm., 712 Compton Bldg., St. Louis, Mo.	Assoc. M. M.	Oct. 14, 1919 Oct. 12, 1921
BIGELOW, WILLIAM WALTER. In Chg., Cost Estimating Dept., Lockwood, Greene & Co., 8 Irvington St., Boston, Mass.	Jun. Assoc. M. M.	Feb. 1, 1910 Dec. 3, 1913 Oct. 12, 1921
BOES, FRANK CHARLES. Acting Sales Mgr., Bancroft-Jones Corporation, Buffalo (Res., 1 Linden Ave., East Aurora), N. Y.	Assoc. M. M.	Mar. 4, 1913 April 26, 1921
CROASDALE, EARL FENNER. Constr. and Maintenance Eng., Klots Throwing Co., 235 West 76th St., New York City		Sept. 12, 1921
DE SCHAUENSEE, FRANCIS. With J. A. L. Waddell (Res., 259 West 75th St.), New York City		Oct. 10, 1921
ELLETT, TAZEWELL. Engr. of Surveys, Plans, and Estimates, Virginia State Highway Comm., 1003 Grove Ave., Richmond, Va.	Assoc. M. M.	Oct. 7, 1914 Sept. 12, 1921
FELLHEIMER, ALFRED. Archt., 7 East 42d St., New York City		Oct. 10, 1921
FISHER, CHARLES THURSTON. Highway Engr., Morgan Eng. Co., 666 Clinton Pl., Memphis, Tenn.		Oct. 10, 1921
FORD, ARTHUR JENKINS. Gen. Contr. (Morgan-Ford & Co.), 218 O'Neill Bldg., Phœnix, Ariz.	Assoc. M. M.	Jan. 13, 1919 Oct. 12, 1921
FREEMAN, ARTHUR CLARICO, JR. Dist. Plant Engr., U. S. Shipping Board, Emergency Fleet Corporation, 70th Ave.-12th St., Oak Lane, Philadelphia, Pa.		Sept. 12, 1921
GAUGER, PAUL CHARLES. Contr. Engr. (Gauger-Korsmo Constr. Co.), 301 Endicott Bldg. (Res., 945 Osceola Ave.), St. Paul, Minn.	Assoc. M. M.	April 16, 1918 Oct. 12, 1921
GRISWOLD, LYMAN. Cons. Engr., 506 Railway Exchange Bldg., Portland, Ore.		Oct. 10, 1921
HARDY, FRANCIS HATHAWAY. Chf. of Section, Field Work, U. S. Coast and Geodetic Survey, Washington, D. C.		Oct. 10, 1921
HART, RICHARD AMBROSE. Senior Drainage Engr., U. S. Dept. of Agriculture, 319 Federal Bldg., Salt Lake City, Utah	Assoc. M. M.	Dec. 3, 1913 Oct. 12, 1921
HOLMES, ROBERT LESLIE. Engr., Water Supply, T. & P. Ry., 302 South Rosemont St., Dallas, Tex.	Jun. Assoc. M. M.	Oct. 1, 1907 Feb. 6, 1912 Oct. 12, 1921
HOUK, IVAN EDGAR. Asst. Engr., Miami Conservancy Dist., Dayton, Ohio	Assoc. M. M.	Mar. 14, 1916 Oct. 12, 1921
HOYT, RAYMOND DUDLEY. Gen. Mgr., Warren Constr. Co., 483 Thompson St., Portland, Ore.		Oct. 10, 1921

MEMBERS (*Continued*)

		Date of Membership.
KELLY, JOHN PATRICK. Asst. to Chf. Engr., Donner Steel Co., 109 Newman Pl., Buffalo, N. Y.		April 25, 1921
LASS, CHARLES ABRAHAM. Gas Engr., Birmingham Ry., Light & Power Co. (Res., 1815 Ave. I South), Birmingham, Ala.	Assoc. M. M.	Nov. 26, 1918 Oct. 12, 1921
LEAHY, THOMAS EMMET. Superv. Engr., Constr. Service, Q. M. C., U. S. A., Care, Const. Q. M. Frankfort Arsenal, Philadelphia, Pa.		Sept. 12, 1921
LONEY, NEIL MCINTYRE. Vice-Pres., Thompson-Starrett Co., 51 Wall St., New York City		Oct. 10, 1921
MACOMBER, STANLEY. Care, The Central Steel Co., Massillon, Ohio	Assoc. M. M.	Mar. 4, 1913 Oct. 12, 1921
MCCRONE, ROSSITER MAGERS. Divisional Engr., Royal Irrig. Dept., Box 66, Bangkok, Siam	Assoc. M. M.	Aug. 31, 1915 July 11, 1921
MCLEOD, PETER ALEXANDER. Asst. Engr., St. L.-S. F. Ry., 812 Providence Ave., Webster Groves, Mo.		Oct. 10, 1921
MANN, CARROLL LAMB. Prof. of Civ. Eng., North Carolina State Coll. of Agriculture and Eng., State College Station, Raleigh, N. C.		June 6, 1921
MILLER, ROY EVERETT. Gen. Mgr., Puget Sound Bridge & Dredging Co., 811 Central Bldg., Seattle, Wash.	Assoc. M. M.	May 31, 1916 Oct. 12, 1921
OTTO, OLAF. Engr. and Contr., 301 Savannah Bank & Trust Bldg., Savannah, Ga.	Assoc. M. M.	June 16, 1919 Oct. 12, 1921
PATTON, RAYMOND STANTON. Chf., Div. of Charts, U. S. Coast and Geodetic Survey, 3920 McKinley St., N. W., Washington, D. C.		July 11, 1921
PECK, CLAIR LEVERETT. Gen. Contr. (Leonardt & Peck), 721 H. W. Hellman Bldg., Los Angeles, Cal.		Oct. 10, 1921
PUTNAM, WALTER. Office and Designing Engr., Edward L. Maybery, 155 North Catalina Ave., Pasadena, Cal.		Oct. 10, 1921
RICHARDSON, CHARLES GERMANE. Engr. and Sales Mgr., Meter Dept., Builders Iron Foundry, 49 Belair Ave., Providence, R. I.		Oct. 10, 1921
RUDOLPH, WILLIAM EDWARD. Structural Engr., H. K. Ferguson Co., Fort Madison, Iowa	Jun. Assoc. M. M.	Oct. 1, 1912 Sept. 11, 1917 Oct. 12, 1921
SANDSTON, LEONARD MARK. Cons. Engr., 33 Worcester St., Christchurch, New Zealand	Assoc. M. M.	May 31, 1916 July 11, 1921
SCRIMSHAW, JAMES FREDERICK. Vice-Pres. and Chf. Engr., Salmond, Scrimshaw & Co., 526 Elm St. (Res., 837 Kearny Ave.), Arlington, N. J.	Assoc. M. M.	Jan. 8, 1908 Oct. 12, 1921
SIMONS, PERRY THOMAS. Senior Drainage Engr., U. S. Dept. of Agriculture, Bureau of Public Roads, Washington, D. C.		Oct. 10, 1921
SMYTH, RAPHAEL JOSEPH. Asst. Engr. with Pres. of Borough of the Bronx, 240 East Tremont Ave., New York City		Oct. 10, 1921
SPOONER, CHARLES WILLETT. Cons. Engr., Powers Theatre Bldg., Grand Rapids, Mich.	Jun. Assoc. M. M.	Mar. 2, 1909 Sept. 3, 1912 Oct. 12, 1921

MEMBERS (*Continued*)

		Date of Membership.
STANDER, ISAAC JOSHUA. Contr. Engr.; Secy. and Treas., I. J. Stander, 118 East 28th St., New York City		Oct. 10, 1921
STEEVES, CLARENCE MCNAUGHTON. (D. C. Burpee & Son), Edmundston, N. B., Canada	Assoc. M.	Dec. 31, 1913
	M.	Oct. 12, 1921
TABOR, HUGH BURDETTE. Gen. Representative, U. S. Steel Products Co., 544 Bartolomé Mitre, Buenos Aires, Argentine Republic.		Sept. 12, 1921
WESTFALL, CURTIS CORNELIUS. Engr. of Bridges, Ill. Cent. R. R., Room 1000, Ill. Cent. Station, Chicago, Ill		Sept. 12, 1921

ASSOCIATE MEMBERS

BALL, JULIAN NORMAN. Secy.-Director, Allied Contractors, Inc., 404 Peters Trust Bldg., Omaha, Nebr	Oct. 10, 1921
BLANCO Y DE CASTRO, CARLOS MARIA. Ingeniero Prin., Ferrocarril Nacionales de Mexico G Anexos, 122 Victoria St., Saltillo, Coah., Mexico	Sept. 12, 1921
BROWN, JONATHAN BURDETTE. Asst. State Engr., 1531 Thirty-eighth St., Sacramento, Cal	Sept. 12, 1921
BUTLER, THOMAS JAMES. Engr. and Surv. (T. J. Butler & Co.), Care, American Consulate, Barranquilla, Colombia	Sept. 12, 1921
CAREY, JOSEPH PHILLIP. County Engr., Quitman County, Marks, Miss	Oct. 10, 1921
CHRISTIE, WARD PHELPS. Research Engr., The Associated General Contractors of America, Inc., 1038 Munsey Bldg., Washington, D. C	April 25, 1921
CLARK, DAVID. Trinity Coll., Dublin, Ireland	Sept. 12, 1921
CORDDRY, WILLIAM HOWARD. Dist. Mgr., Gannett, Seelye, & Fleming, Inc., 262 Randolph Bldg., Memphis, Tenn	Oct. 10, 1921
CRONYN, THEODORE. Plandome, N. Y	Oct. 10, 1921
DANIELS, HARRY T. Care, The Grasselli Chemical Co., 1400 Guardian Bldg., Cleveland, Ohio	June 6, 1921
DORMER, JOHN ALOYSIUS. Asst. Engr. and Supt. of Constr., Fegles Constr. Co., Ltd., 706 First Ave, North, Minneapolis, Minn.	Sept. 12, 1921
ENDLICH, PHILIP JACOB. Superv. Engr., Drafting Room, Lockwood, Greene & Co., 4870 Fernwood Ave., Detroit, Mich	Oct. 10, 1921
FLECK, AUGUSTUS BERNARD. 17 West 42d St., Room 535, New York City	Oct. 10, 1921
GAYTON, LORAN DE LANCY. Asst. Engr., Water-Works Design, City of Chicago, 402 City Hall, Chicago, Ill	April 25, 1921
GILARDI, ADRIAN JOHN. Mass. Inst. Tech., Box 223, Cambridge, Mass.	Oct. 10, 1921
GREEN, JAMES RAYMOND. Supt. of Constr., Pittsburgh-Des Moines Steel Co., 730 Berkshire Ave., South Hills Branch, Pittsburgh, Pa.	Oct. 10, 1921
HARR, GILBERT RAYMOND. Office Engr., Indiana State Highway Comm., 4132 Graceland Ave., Indianapolis, Ind	Sept. 12, 1921
HART, WILLIAM FREDERIC. Highway Engr., U. S. Dept. of Agriculture, Bureau of Public Roads, 414 Funke Bldg., Lincoln, Nebr.	June 6, 1921
HEAGLER, ARTHUR ELLIS. (W. R. Heagler & Sons), Paragould, Ark.	Sept. 12, 1921

ASSOCIATE MEMBERS (*Continued*)

		Date of Membership.
HERSHMAN, CHARLES LEONARD. Min. Engr., McIntyre Porcupine Mines, Ltd., Box 169, Schumacher, Ont., Canada		June 6, 1921
HOGG, WILLIAM THOMAS. Chf. Draftsman, Eng. Dept., Board of Commrs., Port of New Orleans, 841 Exposition Boulevard, New Orleans, La	Jun. Assoc. M.	Nov. 4, 1914 Sept. 12, 1921
HOWE, GEORGE EDWIN. Asst. Engr., Am. Bridge Co., 9 Norwich Ave., Jamaica, N. Y		Oct. 10, 1921
LELAND, FRANKLIN EDWARD. Res. Engr., Fay, Spofford & Thorndike, 15 Beacon St., 8th Floor, Boston, Mass		June 6, 1921
LOVING, MORRIS WOOTEN. Asst. Div. Engr., Promotion Bureau, Universal Portland Cement Co., 1441 Greenleaf Ave., Chicago, Ill.		Oct. 10, 1921
MCLAUCHLAN, WALLACE HOWE. 915 East Ocean Boulevard, Long Beach, Cal		July 11, 1921
MAURER, WARD BYRON. 4512-C Arsenal St., St. Louis, Mo		Sept. 12, 1921
MITCHELL, EDMUND IRVING. 2204 Clarendon Rd., Brooklyn, N. Y.		June 6, 1921
MUNROE, THOMAS BRANDON. City Engr., Cedartown, Ga		Oct. 10, 1921
MURPHY, ELMO NEIL. Res. Engr., Pacific Gas & Elec. Co., Cassel, Cal.		Sept. 12, 1921
PACE, RAGSDALE. Engr. and Contr. (B. F. & C. M. Davis Co.), 407 Reynolds Bldg., Fort Worth, Tex.	Jun. Assoc. M.	Nov. 25, 1919 Oct. 10, 1921
RINEHART, GERALD STAATS. Care, Obras Publicas, San Pedro de Macoris, Dominican Republic		Sept. 12, 1921
ROUNDS, GARLAND LIVINGSTONE. Secy.-Treas., Mayne Eng. Co., 207 Pearl St., Council Bluffs, Iowa		June 6, 1921
RUSSELL, GEORGE HENRY. Civ., Hydr., and Irrig. Engr., County Engr., Lamar, Colo		April 25, 1921
SHAW, CHARLES. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Washington, D. C		Sept. 12, 1921
SHEPARD, SHELDON BEARDSLEY. Constr. Engr., Office of County Engr., St. Louis County, 2229 East 1st St., Duluth, Minn.		Oct. 10, 1921
SHUPTRINE, HARRY AUGUSTUS. Bridge Engr., Board of County Road Commrs., Wayne County, 5035 Oregon Ave., Detroit, Mich.		Oct. 10, 1921
SMEDBERG, CARL WALDEMAR. Asst. Engr., Carolina Eng. Co., Wilmington, N. C		Oct. 10, 1921
SMITH, RALPH JEROME. Asst. Engr., Eastman Kodak Co., 69 Adams St., Rochester, N. Y		Oct. 10, 1921
STEINER, CLARENCE. Civ. Engr. and Surv., 473 Broadway, Bayonne, N. J.		July 11, 1921
STOCK, ROLAND HENRY. Capt., Corps of Engrs., U. S. A., 3d Engrs., Schofield Barracks, Honolulu, Hawaii		June 6, 1921
TRAINOR, LEE SMITH. Service Engr., Portland Cement Assoc., 111 West Washington St., Chicago (Res., 160 Clinmar Pl., Centralia), Ill		April 25, 1921
VAN PETTEN, OLIVER WILLIAM. Supt., Pennagrade Oil & Gas Co., Langley, Ky		Oct. 10, 1921
WEBER, WALTER RAYMOND. Engr., The Colorado Builders Supply Co., 1534 Blake St., Denver, Colo.	Jun. Assoc. M.	May 15, 1917 Oct. 10, 1921

ASSOCIATE MEMBERS (*Continued*)

	Date of Membership.
WILLIAMS, GEORGE WALTER GARNHAM. Care, Water Engr.'s Office, Old Court House, Durban, Natal, South Africa	April 25, 1921

JUNIORS

BOYLE, CORNELIUS ALFRED. 534 Trinity Ave., New York City	Oct. 10, 1921
CHRISTOPHER, BENJAMIN HARRISON, JR. 110 West 183d St., New York City	April 25, 1921
FISHER, LINDEN VAN HORN. Bridge Dept., State Highway Comm., Raleigh, N. C	Oct. 10, 1921
GANDHI, PARSAM MULCHAND. Asst. Engr., Andhra Val. Hydro-Elec. Co., P. O. Thokarwadi, Poona, India	July 11, 1921
GOLDMAN, SAMUEL ROBERT. Bridgewater, N. C	Oct. 10, 1921
GRASHEIM, WALTER EDMUND. 560 West 148th St., New York City	Oct. 10, 1921
HASKELL, LLEWELLYN GILMORE. Civ. Engr., Standard Oil Co., San Francisco (Res., 2947 Elmwood Court, Berkeley), Cal.	Oct. 10, 1921
HAWLEY, JOHN BLACKSTOCK, JR. 912 College Ave., Fort Worth, Tex.	Oct. 10, 1921
JAQUETH, HERBERT HARTWELL. 501 Third Ave., East, Kalispell, Mont.	June 6, 1921
PERRIN, PAYSON AUSTIN. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, 25 Hadwen Lane, Worcester, Mass.	April 25, 1921
RIGG, BENJAMIN HAINES. Junior Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Juneau, Alaska	Sept. 12, 1921
RONEY, JAMES GIVENS. Asst. Engr., T. & P. Ry., Marshall, Tex	July 11, 1921
SCACCIAFERRO, SALVATOR JOHN. Draftsman, Alexander Potter, 506 Highland Ave., Clifton, N. J	Oct. 10, 1921
SWANHOLM, KEITH HENRY. 1703 North 9th St., Boise, Idaho	Oct. 10, 1921
VICKER, HAROLD ARTHUR. Transitman, Scranton Gas & Water Co., 805 Marion St., Scranton, Pa	Sept. 12, 1921
WAITE, GUY BENNETT, JR. 2 St. Nicholas Pl., New York City	Oct. 10, 1921
WATSON, LESLIE JAMES. Asst. to Chf. Engr., Maui Agricultural Co., Haiku, Maui, Hawaii	July 11, 1921

REINSTATEMENTS

MEMBERS

	Date of Reinstatement.
BACHERT, AUGUSTUS ELLSWORTH	Oct. 10, 1921
BULL, GEORGE MAIRS	Oct. 10, 1921
LATIMER, HUGH	Oct. 10, 1921

ASSOCIATE MEMBERS

TOMLINSON, WILLIAM SIDNEY	Oct. 10, 1921

RESIGNATIONS

ASSOCIATE MEMBERS

	Date of Resignation.
COLLINS, JOHN LAMBERT	Oct. 10, 1921
DAVIS, GILBERT LOUIS	Oct. 10, 1921
GEHRING, HERBERT AUGUST	Oct. 10, 1921
RITTENHOUSE, HARVEY	Oct. 10, 1921

DEATHS

CAPPELEN, FREDERICK WILLIAM. Elected Member, April 3d, 1895; died October, 1921.

FORTER, SAMUEL ALEXANDER. Elected Associate Member, October 1st, 1912; died August 3d, 1921.

GUDMUNDSSON, GISLI. Elected Associate Member, January 3d, 1900; died July 19th, 1921.

KENNEDY, *Sir* JOHN. Elected Member, September 1st, 1875; died October 25th, 1921.

MILLS, HIRAM FRANCIS. Elected Honorary Member, November 30th, 1909; died October 4th, 1921.

ROSS, ANDREW FRANCIS. Elected Associate Member, June 11th, 1917; died May 8th, 1921.

SNYDER, GEORGE DUNCAN. Elected Associate Member, November 6th, 1895; Member, September 4th, 1901; died October 21st, 1921.

Total Membership of the Society, November 1st, 1921,

10 274.

MONTHLY LIST OF RECENT ENGINEERING ARTICLES OF INTEREST

(October 1st, to October 29th, 1921)

NOTE.—*This list is published for the purpose of placing before the members of this Society the titles of current engineering articles, which can be referred to in any available engineering library, or can be procured by addressing the publication directly, the address and price being given wherever possible.*

LIST OF PUBLICATIONS

In the subjoined list of articles, references are given by the number prefixed to each journal in this list.

(2) *Journal,* Engrs. Club of Phila., Philadelphia, Pa.
(3) *Journal,* Franklin Inst., Philadelphia, Pa., 50c.
(4) *Journal,* Western Soc. of Engrs., Chicago, Ill., 50c.
(5) *Journal,* Eng. Inst. of Canada, Montreal, Que., Canada.
(6) *Journal,* Am. Inst. of Archts., Washington, D. C., 50c.
(7) *Gesundheits Ingenieur,* Munich, Germany.
(8) *Stevens Indicator,* Hoboken, N. J., 50c.
(9) *Industrial Management,* New York City, 25c.
(11) *Engineering* (London), W. H. Wiley, 432 Fourth Ave., New York City, 25c.
(12) *The Engineer* (London), International News Co., New York City, 35c.
(13) *Engineering News-Record,* New York City, 25c.
(15) *Railway Age,* New York City, 15c.
(16) *Engineering and Mining Journal,* New York City, 15c.
(17) *Electric Railway Journal,* New York City, 10c.
(18) *Railway Review,* Chicago, Ill., 15c.
(20) *Iron Age,* New York City, 20c.
(21) *Railway Engineer,* London, England, 1s 2d.
(22) *Iron and Coal Trades Review,* London, England, 6d.
(24) *American Gas Journal,* New York City, 10c.
(25) *Railway Mechanical Engineer,* New York City, 20c.
(26) *Electrical Review,* London, England, 4d.
(27) *Electrical World,* New York City, 10c.
(28) *Journal,* New England Water-Works Assoc., Boston, Mass., $1.
(29) *Journal,* Royal Soc. of Arts, London, England, 6d.
(30) *Annales des Travaux Publics de Belgique,* Brussels, Belgium.
(31) *Annales* de l'Assoc. des Ingenieurs Sortis des Ecoles Speciales de Gand. Brussels, Belgium.
(32) *Memoires et Compte Rendu des Travaux,* Soc. Ing. Civ. de France, Paris, France.
(33) *Le Génie Civil,* Paris, France, 1 fr.
(36) *Cornell Civil Engineer,* Ithaca, N. Y.
(40) *Zentralblatt der Bauverwaltung,* Berlin, Germany, 60 pfd.
(41) *Elektrotechnische Zeitschrift,* Berlin, Germany.
(42) *Journal,* Am. Inst Elec. Engrs., New York City, $1.
(43) *Annales des Ponts et Chausées,* Paris, France.
(45) *Coal Age,* New York City, 15c.
(46) *Scientific American,* New York City, 35c.
(47) *Mechanical Engineer,* Manchester, England, 3d.
(48) *Zeitschrift,* Verein Deutscher Ingenieure, Berlin, Germany.
(49) *Zeitschrift für Bauwesen,* Berlin, Germany.
(50) *Stahl und Eisen,* Düsseldorf, Germany.
(53) *Zeitschrift,* Oesterreichischer, Ingenieur und Architekten-Verein, Vienna, Austria, 70h.
(54) *Transactions,* Am. Soc. C. E., New York City, $16.
(55) *Mechanical Engineering:* Journal, Am. Soc. M. E., New York City, 35c.
(56) *Transactions,* Am. Inst. Min. and Metallurgical Engrs., New York City, $6.
(57) *Colliery Guardian,* London, England, 5d.
(58) *Proceedings,* Engrs.' Soc. of W. Pa., 2511 Oliver Bldg., Pittsburgh, Pa., 50c.
(59) *Proceedings,* American Water Works Assoc., Troy, N. Y.
(60) *Municipal and County Engineering,* Indianapolis, Ind., 25c.
(61) *Proceedings,* Western Railway Club, 225 Dearborn St., Chicago, Ill., 25c.
(62) *Forging and Heat Treating,* Thaw Bldg., Pittsburgh, Pa., 10c.
(63) *Minutes of Proceedings,* Inst. C. E., London, England.
(64) *Power,* New York City, 10c.
(65) *Official Proceedings,* New York Railroad Club, Brooklyn, N. Y., 15c.
(67) *Cement and Engineering News,* Chicago, Ill., 25c.
(69) *Eisenbau,* Leipzig, Germany.
(71) *Journal,* Iron and Steel Inst., London, England.
(71*a*) *Carnegie Scholarship Memoirs,* Iron and Steel Inst., London, England.
(72) *American Machinist,* New York City, 15c.
(73) *Electrician,* London, England, 1s.
(75) *Proceedings,* Inst. of Mech. Engrs., London, England.
(77) *Journal,* Inst. Elec. Engrs., London, England, 5s.
(78) *Beton und Eisen,* Vienna, Austria.
(80) *Tonindustrie Zeitung,* Berlin, Germany.
(83) *Gas Age-Record,* New York City, 15c.
(85) *Proceedings,* Am. Ry. Eng. Assoc., Chicago, Ill.

(86) *Engineering and Contracting,* Chicago, Ill., 10c.
(87) *Railway Maintenance Engineer,* Chicago, Ill., 10c.
(88) *Bulletin* of the International Ry. Congress Assoc., Brussels, Belgium.
(89) *Proceedings,* Am. Soc. for Testing Materials, Philadelphia, Pa., $5.
(90) *Transactions,* Inst. of Naval Archts., London, England.
(91) *Transactions,* Soc. of Naval Archts. and Marine Engrs., New York City.
(92) *Bulletin,* Soc. d'Encouragement pour l'Industrie Nationale, Paris, France.
(96) *Canadian Engineer,* Toronto, Ont., Canada, 10c.
(98) *Journal,* Engrs. Soc. of Pa., Harrisburg, Pa., 30c.
(99) *Proceedings,* Am. Soc. of Municipal Improvements, New York City, $2.
(100) *Military Engineer:* Journal of the Society of American Military Engineers, Washington, D. C., 75c.
(103) *Mining and Scientific Press,* San Francisco, Cal., 10c.
(105) *Chemical and Metallurgical Engineering,* New York City, 25c.
(106) *Transactions,* Inst. of Min. Engrs., London, England, 6s.
(107) *Schweizerische Bauzeitung,* Zürich, Switzerland.
(109) *Journal,* Boston Soc. C. E., Boston, Mass., 50c.
(111) *Journal of Electricity,* San Francisco, Cal., 25c.
(113) *Proceedings,* Am. Wood Preservers' Assoc., Baltimore, Md.
(114) *Journal,* Institution of Municipal and County Engineers, London, England, 1s. 6d.
(115) *Journal,* Engrs. Club of St. Louis, St. Louis, Mo., 35c.
(116) *Blast Furnace and Steel Plant,* Pittsburgh, Pa., 15c.
(117) *Engineering World,* Chicago, Ill.
(118) *Times Engineering Supplement,* London, England, 2d.
(119) *Landscape Architecture,* Harrisburg, Pa., 50c.
(120) *Automotive Industries,* New York City, 15c.
(121) *Proceedings,* Am. Concrete Inst., Boston, Mass.
(122) *The Dock and Harbour Authority,* London, England, 1s. 6d.

LIST OF ARTICLES

Bridges.

Standard Concrete Highway Bridges and Culverts.* A. C. Irwin. (121) Vol. 17.
The Proposed Hudson River Bridge at New York.* (12) Sept. 23.
Rebuilding Long Trestle Under Traffic.* (87) Oct.
Vibration of Railway Bridges. (21) Oct.
New Cantilever Bridge Begun on the Ohio River.* (13) Oct. 13.
Putting Large Bascule in Service.* (13) Oct. 13.
Results of Impact Tests on Bridges in England.* (13) Oct. 20.
Two Interesting Concrete Bridges in Oregon. (86) Oct. 26.
Some Aspects of Bridge Architecture.* Gustav Lindenthal. (46) Nov.
Le Pont en Béton de Scories de Reading (Pennsylvanie, E.-U.)* (Slag Concrete Bridge at Reading (Pennsylvania, U. S. A.).) (33) Sept. 3.
Die Hängebrücke über den Rio Sapcahy nebst einigen allgemeinen Bemerkungen über die Durchbiegung von Hängebrücken.* (The Suspension Bridge Over the Sapcahy River, with Some General Remarks on the Sagging of Suspension Bridges.) A. Müllenhoff. (69) Mar. 23, 1920.
Die erstmalige Anwendung der Roth-Waagner-Brücke.* (The First Use of the Roth-Waagner Bridge.) R. Feindler. (69) Apr. 23, 1920.
Die Wiederherstellung der Brücke über den Narew bei Modlin durch die Maschinenfabrik Augsburg-Nürmberg, Werk Gustavsburg.* (The Restoration of the Bridge Over the Narew at Modlin, by the Augsburg-Nürnberg Machine Works, Gustavsburg Plant.) (69) May 4, 1920.
Eiserne Brücken und Baukunst. (Iron Bridges and Architecture.) Ehrlich. (69) May 18, 1920.
Beitrag zur Berechnung der Knickfestigkeit der Gurtung offener Brücken.* (Contribution to the Calculation of the Security Against Buckling of the Chords of Open Bridges.) Chr. Vlachos. (69) June 4, 1920.
Das Vergiessen der Auflagersteine der Mittelpfeiler der Berliner Brücke in Halle (Saale).* (Pouring the Supports for the Center Piers of the Berlin Bridge at Halle (Saale).) Karl Mentzel. (69) July 16, 1920.
Der Bau der Brücke über die Dubissa bei Lidoviani durch die Maschinenfabrik Augsburg-Nürnberg A.-G., Werk Gustavsburg.* (Construction of the Bridge Over the Dubissa at Lidoviani by the Gustavsberg Works, Maschinenfabrik Augsburg-Nürnburg, A.-G.) (69) Aug. 10, 1920.
Die Koksverladebrücke des Städtischen Gaswerkes Düsseldorf.* (The Coke-Loading Bridge in the Düsseldorf Municipal Gas Works.) (69) Sept. 3, 1920.
Die Wiederherstellung der Brücke über die Schelde bei Termonde durch die Maschinenfabrik Augsburg-Nürnberg A.-G., Werk Gustavsburg.* (Restoration of the Bridge Over the Schelde at Termonde by the Gustavsburg Works, Maschinenfabrik, Augsburg-Nürnberg A.-G.) (69) Oct. 12, 1920.
Die deutschen Kriegsbruckensysteme.* (The German Military Bridge System.) A. Müllenhoff. (69) Oct. 29, 1920.
Fahrbare Verladebrücke von 34,5m Stützweite und 60m Länge.* (Movable Loading Bridge with 34.5m Span and 60m. Long.) Durbeck. (69) Dec., 1920.
Die Wiederherstellung der Brücke über die Wilia bei Janow durch die Maschinenfabrik Augsburg-Nürnberg A.-G., Werk Gustavsburg.* (The Restoration of the Bridge Over the Wilia at Janow by the Gustavsburg Plant of the Augsburg-Nürnberg A.-G. Machine Works.) (69) Dec. 21, 1920.
Einiges über den Umbau der Eisenbahnbrücke über die Mosel bei Koblenz.* (On the Rebuilding of the Railroad Bridge Over the Mosel at Koblenz.) F. Bohny. (69) Jan.

* Illustrated.

Bridges—(Continued).

Der Brückenbau der neuesten Zeit.* (Bridge Construction in Most Recent Times.) A. Müllenhoff. (48) Serial beginning July 30.

Electrical.

Large Electric Units.* Stanley Parker Smith. (Paper read before British Assoc.) (11) Sept. 16; (73) Sept.
The Heaviside Unity and Unit Impulse Functions.* A. Press. (73) Sept. 23.
Some Notes on Large Electric Units.* Stanley Parker Smith. (Abstract of paper read before British Assoc.) (73) Sept. 23.
The Testing of Thermionic Valves.* H. J. Lucas. (73) Sept. 30.
Long Distance Transmission and Tidal Power.* T. F. Wall. (Abstract of paper read before British Assoc.) (73) Sept. 30.
Radiation from Transmission Lines. John R. Carson. (42) Oct.
Theory of Magneto-Mechanical Systems as Applied to Telephone Receivers and Similar Structures.* R. L. Wegel. (42) Oct.
Rates for Electrical Energy and Service.* F. W. C. Bailey. (42) Oct.
Economics and Engineering Features of the Manitoba Power Commission.* J. Rocchette. (5) Oct.
Coal Mine Power Transmission.* W. C. Adams. (4) Oct.
Bearing of Illumination Intensity Upon Efficiency of Visual Operations.* M. Luckiesh and others. (27) Oct. 1.
Locating Faults in Armature Windings—Single-Parallel Windings.* B. A. Briggs. (64) Oct. 4.
Advantages of Underground Electrical-Service Conduits. L. A. Herdt. (96) Oct. 6.
Insulating Materials. W. H. Nuttall. (73) Oct. 14.
The Radio Link.* (46) Nov.
Régulateur-Limiteur d'Intensité, Système Brown-Boveri.* (Brown-Boveri Regulator for Limiting the Intensity (on short circuit).) (33) Sept. 10.
Comparaison du Chauffage au Gaz et a l'Electricité. (Comparison of Gas and Electric Heating.) A. Grebel. (33) Sept. 17.
Appareil Automatique de Télégraphie Privée, Système Télétype. (Automatic Apparatus for Private Telegraph Systems. Teletype System.) (33) Sept. 24.
Die Verwendung der Elektrizität in der Heizungstechnik.* (The Use of Electricity in Heating.) R. Gautschi. (7) Jan. 8.
Das Kilowatt als technische Einheit der Leistung. (The Kilowatt as the Technical Unit of Power.) Max Jakob. (48) Jan. 15.
Stabzahl und Drehmoment von Kurschlussankern.* (Rod Number and Moment of Rotation of Short Circuit Armatures.) W. Stiel. (48) Feb. 5.
Die Elektrizität in der Landwirtschaft.* (Electricity in Farming.) (53) Mar. 4.
Die Radiogrossstation Eilvese.* (The Eilvese Large Radio Station.) Felix Linke. (48) Aug. 20.
Vorläufige Grenzen im Elektromaschinenbau.* (Present Limitations in the Construction of Electric Machinery.) W. Reichel. (48) Aug. 27.

Marine.

Report of Special Committee on Concrete Ships and Barges. (121) Vol. 17.
Some Experiments on Tallows Used for Launching Ships.* J. J. King-Salter. (90) Vol. 63.
Notes on Deflections of Bulkheads and of Ships.* A. M. Robb. (90) Vol. 63.
On the Spacing of Transverse Bulkheads.* K. G. Finlay. (90) Vol. 63.
A Study of the Framing of a Ship.* T. B. Abell. (90) Vol. 63.
The Design of Balanced Rudders of the Spade Type.* M. E. Denny. (90) Vol. 63.
Life-Saving Appliances on Cargo and Passenger Vessels.* E. W. Blocksidge. (90) Vol. 63.
Mechanical Gears, of Double Reduction, for Merchant Ships.* R. J. Walker and S. S. Cook. (90) Vol. 63.
The Strength of Submarine Vessels.* W. R. G. Whiting. (90) Vol. 63.
The Ex-German Battleship *Baden*.* S. V. Goodall. (90) Vol. 63.
Notes on Some Features of German Warship Construction. Eustace. T. d'Eyncourt. (90) Vol. 63.
Electric Auxiliaries on Merchant Ships.* E. D. Dickinson. (42) Oct.
Coaling Barge Combines Dragline Bucket and Conveyor.* (13) Oct. 13.
Note sur l'Application de la Résistance des Matériaux à la Construction des Navires en Acier. (Note on the Application of the Strength of Materials to the Construction of Steel Vessels.) Robert Dauwe. (31) Vol. II, Pt. 2.
Les Moteurs Diesel et Semi-Diesel Marins, Système Renault.* (Diesel and Semi-Diesel Marine Engines of the Renault Type.) Ch. Dantin. (33) Sept. 10.
Die Entwicklung des Eisenbetonschiffbaues während des Kriegsjahre.* (Development of Reinforced Concrete Ship During the War Years.) Knud Hojgaard. (78) Serial beginning Oct. 4, 1920.
Drehwerk mit ausfahrbaren Schwimmbühnen für den Bau von Eisenbetonschiffen.* (Turntable with Removable Floating Platforms for the Construction of Ferro-Concrete Ships.) L. Karner. (78) Oct. 4, 1920.
Sechskammerdock.* (Dock with Six Chambers.) von Klitzing. (48) Jan. 8.
Das Motorschiff *Adolph Sommerfeld*.* (The Motor Ship *Adolph Sommerfeld*.) (48) Feb. 26.
Neuere Wege im Betonschiffbau.* (New Methods in Concrete Ship Construction.) Leo Kauf. (78) Serial beginning Mar. 7.
Die *Götaälf*, ihr Bau und Stapellauf.* (The *Götaälf*, Its Conctruction and Launching.) Albert Marx. (78) Serial beginning May 4.

* Illustrated.

Mechanical.

A Small Ball-Hardness Testing-Machine.* H. Moore. (75) Vol. 1.
The Mechanical Loading of Ships.* H. J. Smith. (75) Vol. 1.
The Mechanical Qualities Required in Eyebolts with Some Consideration of the Izod Test, in Its Relation to the Question of Brittleness in Mild Steel.* R. T. Rolfe. (75) Vol. 1.
The Manufacture of British Association Screw-Thread Gauges. T. Farrance Davey. (75) Vol. 1.
The Desirability of Standardization in the Testing of Welds.* F. M. Farmer. (75) Vol. 1.
The Generation of Steam.* H. Riall Sankey. (75) Vol. 1.
Degassing and Purification of Boiler Feed-Water.* Paul Kestner. (75) Vol. 1.
Limit Gauging.* Richard T. Glazebrook. (75) Vol. 1.
The Standardization of Data for Airship Calculations.* H. B. Wyn-Evans. (90) Vol. 63.
Notes on the Cleaning of Blast-Furnace Gas.* S. H. Fowles. (71) Vol. 103.
The Scientific Control of Combustion.* H. T. Ringrose. (71) Vol. 103.
Boiler Equipment at River Rouge Plant of the Ford Motor Company.* George T. Ladd (58) Apr.
Some Methods of Obtaining Adjustable Speed with Electrically Driven Mills.* K. A. Pauly. (58) Apr.
An Analysis of the Automatic Ignition Advance Mechanism.* C. H. Hindl. (120) Aug. 18.
Cast-Iron Pipe, the Method of Manufacture and Its Inspection.* William R. Conard. (28) Sept.
Coppée Coke Ovens at Port Talbot.* (57) Sept. 16.
American Pipe Lines for Pumping Oil.* (12) Serial beginning Sept. 16.
The Rotary Piercing Machine for Steel and Copper Billets.* C. E. Davies. (11) Serial beginning Sept. 16.
The Wilputte Regenerative By-Product Coke Oven.* (22) Sept. 23.
Cremation. G. S. Burt-Andrews. (114) Sept. 24.
A New Swiss Magneto of the Inductor Type.* (120) Sept. 29.
The Effect of Mixture Ratio and Temperature on Power and Economy.* C. S. Kegerreis. (120) Sept. 29.
The Froth Flotation of Coal.* Frank Butler Jones. (Abstract of paper read before South Wales Inst. of Engrs.) (22) Sept. 30.
Requirements in the Design of Steam Power Stations for Hydraulic Relay.* E. B. Powell. (55) Oct.
The Rising Importance of Oil-Injection Type of Internal-Combustion Engine.* Charles E. Lucke. (55) Oct.
Design and Construction of the 16-In. Disappearing Carriage from an Engineer's Standpoint.* G. M. Barnes. (55) Oct.
Control of Corrosion in Iron and Steel Pipe.* F. N. Speller. (55) Oct.
Steam Superheaters: Their Design, Construction, Application and Use.* H. B. Oatley. (55) Oct.
Application of the Law of Kinematic Similitude to the Surge-Chamber Problem.* W. F. Durand. (55) Oct.
Concrete Bins and Pits for Coal Storage.* A. C. Irwin. (117) Oct.
Demand Factor of Coal Mining Loads.* Carl Lee. (4) Oct.
Casting and Steaming Reinforced Pipe.* (67) Oct.
Modern Steam Power Station Design.* Frank S. Clark. (3) Oct.
Another Fifteen Million Gas Holder.* (83) Oct. 1.
New Machine Completes Tunnel in One Operation.* (13) Oct. 6.
Reversible Thermal Expansion of Silica. H. S. Houldsworth and J. W. Cobb. (Abstract of paper read before Ceramic Soc.) (28) Oct. 7; (57) Oct. 7.
Thermal Efficiency of Oil-Gas Sets.* E. L. Hall and S. H. Graf. (83) Oct. 8; (24) Oct. 8.
The Fine Art of Lime Burning.* George B. Wood. (Paper read before National Lime Assoc.) (105) Oct. 12.
The Testing of Motor Fuels. (120) Serial beginning Oct. 13.
New Application of Pitot Tube in Testing Pumps.* Arthur L. Collins. (13) Oct. 13.
Studies in Colorado Shale Oils. Arthur J. Franks. (105) Serial beginning Oct. 19.
Hammer-Welding Plant of the Blaw-Knox Co.* Ernest Edgar Thum. (105) Oct. 19.
Suggestions as to the Design of a Tipple to Suit Ordinary Market Conditions of the West.* Benedict Shubart. (45) Oct. 20.
The Application and Manufacture of Silent Chain.* J. Edward Schipper. (120) Oct. 20.
The Design and Application of Atmospheric Burners.* Thomson King. (24) Oct. 22.
Protective Covering for Steel Pipe.* L. M. Klauber. (83) Serial beginning Oct. 22.
Shop-Operations and Repairs on Gold-Dredges. (From *Western Machinery World.*) (103) Oct. 22.
Accounting for Steam Production and Distribution.* A. R. Smith. (64) Oct. 25.
High-Pressure Oil Burning Installation.* (64) Oct. 25.
The Design of Springs.* Joseph Kaye Wood. (72) Oct. 27.
L'Exposition d'Appareils de Controle de la Chauffe à l'Office Central de Chauffe Rationnelle. (Exposition of Apparatus for the Control of Heating at the Central Office for Rational Heating.) (33) Sept. 10.
Comparaison du Chauffage au Gaz et à l'Electricité.* (Comparison of Gas and Electric Heating.) A. Grebel. (33) Sept. 17.
Réchauffage et Production d'Eau d'Alimentation, par la Vapeur d'Echappement de Turbines Auxiliaires.* (Heating and Production of Feed Water from Exhaust Steam from Auxiliary Turbines.) (33) Sept. 17.
L'Emploi du Mazout comme Combustible Industriel. Les Progrès Récents de la Chauffe des Chaudières au Mazout.* (Use of Mazout as an Industrial Fuel. Recent Progress in Heating Boilers with Mazout.) Ch. Dantin. (33) Serial beginning Sept. 24.

* Illustrated.

Mechanical—(Continued).

Moderne Verladeanlagen.* (Modern Unloading Equipment.) Gustav Gratz. (69) Sept. 3, 1920.
Warum springen Schleifscheiben? (Why do Grinding Discs Break?) W. Hanusch. (80) Jan. 6.
Wie enstehen Geräusche in Hauswasserleitungen und wie Konnen sie Vermieden werden? (What Causes Noises in House Water Pipes and How Can They be Prevented?) (7) Jan. 8.
Der Betriebzustand der Gaswerke.* (Operating Condition of Gasworks.) R. Geipert. (48) Jan. 8.
Beiträge zur Berechnung kritischer Torsions-Drehzahlen.* (Contributions to the Calculation of Critical Numbers of Revolution While Under Torsion.) Fr. Sass. (48) Jan. 15.
Brennstoffgewinnung aus den Feuerungsrückständen. (Recovery of Fuel from Furnace Residues.) Winckel. (7) Jan. 15.
Dieselmaschinenfabrik in Glasgow.* (Manufacture of Diesel Engines in Glasgow.) Karl Bernhard. (48) Jan. 22.
Die Dockpumpenanlage im argentinischen Kriegshafen Puerto Militar.* (The Pumping Equipment at the Docks in the Argentine Naval Port, Puerto Militar.) H. Wiegleb. (48) Jan. 22.
Zweckmässige Ventile zur Vermeidung von Wasser- und Wärmeverlusten beim Abschlamm der Dampfkessel. (Suitable Valves for the Prevention of Water and Heat Losses on Cleaning Out a Steam Boiler.) (7) Jan. 29.
Untersuchung selbsttätiger Pumpenventile und ihrer Einwirkung auf den Pumpengang.* (Investigation of Automatic Valves and Their Effect on the Operation of the Pump.) Ludwig Krauss. (48) Jan. 29.
Gesunde und wirtschaftliche Heizung für das Kleinwohnhaus und für die Etagenwohnung.* (Hygienic and Economic Heating for the Small Dwelling House and for the Apartment House.) Heinrich Fries. (7) Jan. 29.
Selbsttätiger Kreiselwipper.* (A Rotary Tipper.) Buhle. (48) Jan. 29.
Das selbsttätige Stillsetzen von Automaten.* (The Automatic Stopping of Automatic Machinery.) Bauer. (48) Jan. 29.
Die Druckluft-Bekohlanlage auf der Zeche Ver Welheim.* (Pneumatic Coal Conveying Installation at the Ver. Welheim Mine.) (48) Feb. 5.
Entladeanlagen für Kesselkohlen.* (Unloading-Plants for Coal for Boiler Heating.) Hubert Hermanns. (7) Feb. 5.
Selbsttätige Regelung der Einblaseluft bei Dieselmaschinen.* (Automatic Regulation of the Air Injector in Diesel Engines.) Max Lindemann. (48) Feb. 5.
Die Bemersung der Kondensleitungen bei Dampfheizungen.* (The Measuring of the Condensing Piping in Steam Heating.) O. Liersch. (7) Feb. 12.
Wärmeerfordernis und Wärmeaufwand. (Heat Requirements and Heat Expenditure.) Otto Ginsberg. (7) Feb. 12.
Sandstrahlgebläse.* (Blowers for Sand Blasts.) Wilhelm Kaempfer. (48) Feb. 12.
Dampfstrahlluftpumpen in Amerika.* (Steam-Jet Air Pumps in America.) K. Hoefer. (48) Feb. 19.
Das spezifische Gewicht der Dampfluftmischungen bei Lufttrocknungsanlagen.* (Specific Weight of Mixtures of Steam and Air in Air Drying Plants.) E. Hausbrand. (7) Mar. 5.
Ueber Ersatzbrennstoffe. (On Fuel Substitutes.) Schilling. (7) Mar. 19.
Anschluss tiefstehender Warmwasserheizkörper.* (Connecting Hot Water Heating Units Below Level.) Otto Liersch. (7) Mar. 19.
Ueber Rostverkleinerungen und Brennstoffesparnisse.* (On Grate Reduction and Fuel Economy.) (7) Mar. 26.
Gliederung und Bezeichnung der Luftfördermaschinen.* (Parts and Names of Pneumatic Conveying Machinery.) M. Berlowitz. (7) Mar. 26.
Trocknungsanlagen für schaufelbares Trockengut.* (Drying Installations for Material That Can Be Shovelled.) Karl Reyscher. (7) Apr. 2.
Einrichtungen zum Berbesserung des Wirkungsgrades von Zentralheizungskesseln.* (Arrangements for Improving the Efficiency of Central Heating Boilers.) Jos. Fichtl. (7) Apr. 3.
Einheitliche Baumaschinen.* (Construction Machines as Separate Units.) Friedrich Merkl. (53) Apr. 8.
Der Elvo-Ofen für Siedlungen und Kleinwohnungen.* (The Elvo Furnace for Small Dwellings and Settlements Formed on Account of the Shortage of Houses.) Fritz Eelbo. (7) Apr. 9.
Die Wärmewirtschaft bei den Zentralheizungsanlagen. (Heat Economy in Central Heating Plants.) (7) Apr. 16.
Neuartige staub- und geruchfreie Grudeheizung.* (New Type of Dust-Free and Smoke-Free Heating with Hot Ashes.) Kropf. (7) Apr. 23.
Brennstoffgewinnung aus den Feuer Ungsrücksständen. (Fuel Recovery from Furnace Residues.) Schilling. (7) Apr. 30.
Elektrisch betriebene Lokomotiv-hebekrane.* (Electrically Driven Locomotive Lifting Crane.) Ernst Schwarz. (48) May 28.
Ueber einige Eigenschaften des Wasserdampfes.* (On Some Properties of Water Vapor.) Max Jakob. (48) May 28.
Fördermaschinen für Flüssigkeiten.* (Conveying Machines for Liquids.) Josef Kautz (53) Aug. 5.
Eine weitere Anwendung von Schaubildern zur Abgasanalyse.* (A Further Use of Diagrams in Waste Gas Analysis.) K. Kutzner. (48) Aug. 13.
Dampfkesselexplosion im Elektrizitätswerk Abo.* (Steam Boiler Explosion at the Abo Electricity Works.) Max Klein. (48) Aug. 13.
Vakuumdampfheizung.* (Vacuum Steam Heating.) L. Silberberg. (48) Aug. 20.

* Illustrated.

Mechanical—(Continued).

Temperaturmessungen an Kolben von Oelmaschinen.* (Temperature Measurements on the Pistons of Oil Engines.) W. Riehm. (48) Aug. 27.
Geschwindigkeitsregler für Wander-roste.* (Speed Regulator for Moving Grates.) Generlich. (48) Sept. 3.
Messungen über das Rundlaufen und die Spannkraft Selbstzentrierender Dreibackenfutter.* (Measurements on the Rotation and Extensibility of Self-Centering Chucks with Three Jaws.) (48) Sept. 3.
Eine Dampfheizanlage mit festem Warmespeicher in der Spinnerei H. Buhler & Cie., Sennhof.* (A Steam Heating Plant with a Solid Heat Regenerator in a Spinning Mill.) M. Hottinger. (107) Sept. 3.
Die neueren Fortschritte der flugtechnischen Strömungslehre.* (Recent Advances in the Aero-technical Theory of Air Flow.) L. Prandtl. (48) Sept. 10.
Schüttelschwingungen an Schiffen und elektrischen Lokomotiven.* (Oscillatory Vibrations in Boats and Electric Locomotives.) A. Wichert. (48) Sept. 10.
Der neue Kraftwagen von Dr.-Ing. Rumpler.* Dr. Engr. Rumpler's New Power Vehicle.) A. Heller. (48) Sept. 24.
Elektrische Warmwasser-Heizanlagen mit Wärme-Akkumulierung für Schulhäuser. (Electric Hot Water Heating Plants with Heat Accumulators, for School Buildings.) (107) Sept. 24.

Metallurgical.

The Welding of Steel in Relation to the Occurrence of Pipe, Blow-Holes and Segregates in Ingots.* H. Brearley. (71) Vol. 103.
Blast-Furnace and Cupola Slags.* J. E. Fletcher. (71) Vol. 103.
The Prevention of Hardening Cracks and the Effect of Controlling Recalescence in a Tool Steel.* Shipley N. Brayshaw. (71) Vol. 103.
On the Cause of Quenching Cracks.* Kôtarô Houda and others. (71) Vol. 103.
Solid Solution of Oxygen in Iron.* J. E. Stead. (71) Vol. 103.
Roentgen Spectrographic Investigations of Iron and Steel.* Arne Westgren. (71) Vol. 103.
Comparison of Different Methods of Estimating Sulphur in Steel.* T. E. Rooney. (71) Vol. 103.
"Slip-Lines" and Twinning in Electro-Deposited Iron.* W. E. Hughes. (71) Vol. 103.
The Properties of Some Nickel-Aluminum-Copper Alloys.* A. A. Read and R. H. Greaves. (11) Sept. 23.
New American 600-Ton Blast Furnace Plant.* (22) Sept. 30.
The Recovery of Sulphur from Blast-Furnace Slag.* (19) Oct.
The Possibility of Improved Methods of Rolling Sheet Steel. Sumner B. Ely. (55) Oct.
New Ford Foundry Plant at River Rouge.* L. B. Breedlove. (20) Sept. 29.
The Effect of Temperature in Case-Hardening.* Theodore G. Selleck. (From *Transactions* of Am. Soc. for Steel Treating.) (25) Oct.
Studies of Crystal Structure with X-Rays.* Edgar C. Bain. (105) Oct. 5.
The Amorphous Metal Hypothesis.* Zay Jefferies and R. S. Archer. (105) Oct. 12.
Hardness Variations in Heat-Treated Steel. Carle R. Hayward. (105) Oct. 12.
Structural Properties of Metals and Alloys.* R. W. Woodward. (72) Serial beginning Oct. 13.
Crane Operating Costs at Blast Furnaces.* George L. Collord. (20) Oct. 13.
Development of Copper Precipitating Apparatus.* Joseph Irving, Jr. (103) Oct. 15.
Causes of High Top Heat in the Blast Furnace.* Wallace G. Imhoff. (105) Oct. 19.
Cost of Rolling Steel in Blooming Mills.* G. E. Stoltz. (Paper read before Assoc. of Iron and Steel Elec. Engrs.) (20) Oct. 20.
Mixed Orientation Developed in Crystals of Ductile Metals by Plastic Deformation.* Edgar C. Bain and Zay Jeffries. (105) Oct. 26.
Uranium Steels.* Hugh S. Foote. (105) Oct. 26.
Non-Magnetic, Flame-, Acid- and Rust-Resisting Steel.* (105) Oct. 26.
Rolling Pure Nickel.* (46) Nov.
La Fabrication des Tubes sans Soudre por Laminage Oblique, Système Mannesmann.* (Manufacture of Tubes Without Welding, by Oblique Rolling, Mannesmann Process.) F. Couleru. (33) Serial beginning Sept. 10.
Die Fabrikanlage des "Oesterreichischen Vereine für chemische und metallurgische Produktion" in Falkenau a. d. Eger.* (The Factory for the Austrian Society for Chemical and Metallurgical Production in Falkenau on the Eger.) Hugo Szekely. (78) Serial beginning Nov. 4, 1920.
Zur Frage eines wirksamen und wirtschaftlichen Eisenschutzes. (On the Question of an Economic and Efficient Iron Preservative.) Leopold Herzka. (69) Nov. 19, 1920.
Maschinenarbeit hinter dem Hochofen.* (Mechanical Auxiliaries on the Tapping Side of the Blast Furnace.) F. W. Broy. (48) Jan. 15.
Der Siemens-Regenerativ-Gas-Stoss-ofen mit Flammenteilung.* (Siemens Regenerative Gas-fired "Push" Furnace with Distribution of Flames.) Arthur Sprenger. (50) June 2.
Merkurïrdige Brucherscheinungen bei Eisenstäben.* (Noteworthy Appearances of Fracture in Iron Bars.) J. Grimme. (48) June 4.
Beitrag zur Härteprüfung.* (Contribution to the Testing of Hardness.) F. Waizenegger. (48) July 30.
Riffelbildung durch Reibschwingungen.* (Fissure Formation by Frictional Vibration.) A. Wichert. (50) Aug. 25.
Fortschritte auf dem Gebeite der Kokserzeugung der Einfluss der Koksbeschaffenheit auf den Hochofenbetrieb und Vorschläge für die Verbesserung des lelzteren.* (Progress in the Production of Coke, the Influence of the Quality of Coke on Blast Furnace Operation, and Suggestions for Improving the Latter.) Heinrich Koppers. (50) Serial beginning Aug. 25.

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* Illustrated.

Metallurgical—(Continued).

Ueber ein metallographisches Kennzeichen für die Ermittlung der vorangegangenen Glühbehandlung von weichem Flusseisen.* (On a Metallographic Characteristic for the Determination of the Previous Heat Treatment of Mild Ingot Iron.) P. Oberhoffer. (50) Sept. 1.
Neuere Rüttelformmaschinen.* (Modern Jarring Molding Machines.) U. Lohse. (50) Serial beginning Sept. 1.
Formerei von Auto-Zylinderblöcken.* (Molding Auto-Cylinder Blocks.) Carl Irresberger (50) Serial beginning Sept. 1.
Die magnetischen Eigenschaften von Elektrolyteisen.* (The Magnetic Properties of Electrolytic Iron.) E. Gumlich. (50) Sept. 8.
Ein neues Aetzmittel für Chrom-und Wolframstähle.* (A New Etching Agent for Chrome and Tungsten Steels.) Karl Daeves. (50) Sept. 8.
Ueber den Lusammenhang zwischen physikalischer und chemischer Beschaffenheit des Thomasroheisens.* (On the Connection Between Physical and Chemical Quality of Thomas Pig Iron.) Otto Holz. (50) Sept. 15.
Ein Beitrage zur Frage des Holzfaserbruches im Stahl. (A Contribution on the Question of the Woody Fibrous Fracture in Steel.) J. Hanny. (50) Sept. 15.
Das Entstehen von Spannungen bei der Wärmebehandlung.* (The Appearance of Stresses on Heat Treating.) W. Tafel. (50) Sept. 22.
Technischer Haupausschuss für Giessereiwesen.* (Technical Committee on Foundry Methods.) (50) Sept. 29.

Military.

Die deutschen Kriegsbrückensysteme.* (The German Military Bridge System.) A. Müllenhoff. (69) Oct. 29, 1920.
Eisenbetonbauten im Militärlager Bruck-Királyhida.* (Ferro-Concrete Construction at the Bruck-Kir Military Camp.) Awner Badian. (78) Serial beginning Feb. 4.

Mining.

Experimenting on Air Lift Pumping.* John S. Owens. (Paper read before British Assoc.) (71) Sept. 23.
Hydraulic Stowing.* George Knox and J. Drummond Paton. (Abstract of paper read before South Wales Institute of Engineers.) (22) Sept. 30.
Coal Mine Power Transmission.* W. C. Adams. (4) Oct.
Iron Mining in the Lake Superior District.* J. C. Metcalf. (56) Oct.
Gathering in Coal Mines. R. L. Kingsland. (42) Oct.
Decay of Timber in Return Air Courses.* D. Harrington. (16) Oct. 8.
Gas Mask, Developed by Bureau of Mines, Absorbs Carbon Monoxide from Inspired Air.* Guy H. Burrell. (45) Oct. 20.
Drilling Results and Dredging Returns.* Charles W. Gardner. (16) Serial beginning Oct. 22.
Mechanical and Engineering Considerations Determining the Selection of an Electric Locomotive.* H. H. Johnston. (45) Oct. 27.
La Sixième Série d'Essais sur les Inflammations de Poussières, de la Station des Mines de Liévin.* (The Sixth Series of Tests on the Inflammability of Dusts at the Liévin Testing Station.) R. Robinot Marcy. (33) Sept. 10.
Neuerungen im maschinellen Betriebe von Bergwerksanlagen über Tage. (Innovations in Machine Operation of Mining Plants Above Ground.) Lwowski. (48) Serial beginning Aug. 6.
Die Rohrleitungen im Bergbau.* (Pipe Lines in Mining.) Herman Kratz. (48) Aug. 20.
Kläranlage zur Kohlenschlamm-und Wasserrückgewinnung für die Kohlenwäsche der Firma Gebrüder Stumm, Neunkirchen (Saar).* (Settling Apparatus for Recovering Coal Slime and Water for the Coal Washer of the Stumm Bros. Firm, Neunkirchen (Saar).) Münkner. (78) Mar. 7.

Miscellaneous.

The Protection of Iron with Paint Against Atmospheric Corrosion. J. Newton Friend. (71) Vol. 103.
X-Rays and Their Industrial Applications.* G. W. C. Kaye. (29) Sept. 23.
The Alignment Chart.* C. W. Crockett. (120) Sept. 29.
The Self-Corrosion of Cast Iron and Other Metals in Alkaline Soils.* W. Nelson Smith and J. W. Shipley. (5) Oct.
Time Studies in the Foundry.* A. G. Peter. (9) Oct.
Industrial Training and Selection of Personnel. C. R. Dooley. (105) Oct. 12.
Texas County Tries Lump-Sum-Fee Road Contract.* (13) Oct. 13.
Suspended Impurity in City Air.* J. S. Owens. (Paper read before British Assoc.) (11) Oct. 14.
Accounting for Steam Production and Distribution.* A. R. Smith. (64) Oct. 25.
Accounting Records for Consulting Engineers.* Arthur L. Mullergren. (13) Oct. 27.
Note sur la Représentation des Equations Linéaires par Rapport à Quatre Variables Nomographie).* (Note on the Representation of Linear Equations with Reference to Four Variables (Nomography).) E. Minnaert. (31) Vol. II, Pt. 2.
Einheitliche Formel- und Einheitszeichen.* (Standardized Formulas and Unit Symbols.) (7) Feb. 12.

Municipal.

Housing and Town-Planning Problems in South Africa. D. E. Lloyd-Davies. (88) Sept.
The Land Question as Related to City Planning and Housing. George Herbert Gray. (6) Oct.
Glassware and Posts for Street-Lighting Service.* C. H. Shepherd. (117) Oct.
Some Recent Municipal Works in Southport.* A. E. Jackson. (114) Oct. 8.

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* Illustrated.

Railroads.

A Shipper's View of the Evolution of Transportation and Its Effect on Steam Railways. George C. Conn. (61) Sept.
Report No. 4 On the Question of Passenger Carriages. E. Biard. (88) Sept.
Report No. 1 On the Question of Interchange of Rolling Stock. C. W. Crawford. (88) Sept.
Report No. 1 On the Question of the Economic Production and Use of Steam on Locomotives.* Maurice Lacoin. (88) Sept.
Report No. 4 On the Question of the Construction of the Road-Bed and of the Track. K. Ahlberg. (88) Sept.
The Electrification of the Swiss Federal Railways.* (12) Serial beginning Sept. 30.
Some Mechanical Characteristics of High-Speed, High-Power Locomotives. *A. W. Gibbs. (3) Oct.
Characteristics of the Electric Locomotive.* N. W. Storer. (3) Oct.
Automatic Signals on the Queensland Railways.* (21) Oct.
New Three-Cylinder 4–6–0 Type Locomotives, Caledonian Railway.* (21) Oct.
Vibration of Railway Bridges. (21) Oct.
100-Ton Coal Cars for the Chesapeake & Ohio.* (25) Oct.
Expressing Railway Grading Costs by Trend Curves.* Leslie A. von Rosenberg. (15) Oct. 1.
Missouri Pacific Rebuilds Station in Record Time.* E. A. Hadley. (15) Oct. 1.
Railroad Line Change in the Tehachapi Pass.* (13) Oct. 6.
Frisco Secures Maximum Benefit for Modest Outlay.* (15) Oct. 8.
Waterworks System for the Norfolk & Western Ry., at Roanoke, Va.* (18) Oct. 8.
The Locomotive Booster as an Operating Factor.* (18) Oct. 8.
Texas County Tries Lump-Sum-Fee Road Contract.* (13) Oct. 13.
Australian Standard Rail Sections and Specifications.* (13) Oct. 13.
M. K. & T. Improves Its Facilities at Oklahoma City.* (15) Oct. 15.
Electric Motive Power for Paulistra Railway.* (15) Oct. 15.
The Cost of Contract *vs.* Railway Shop Repairs.* (15) Oct. 15.
Expedients for Economizing in Maintenance and Construction of Street Railway Track. R. J. Smith. (Abstract of paper read before Iowa Elec. Ry. Assoc.) (86) Oct. 19.
Advantages of Budget System for Track Work. C. A. Morse. (86) Oct. 19.
Penstock Bursts During Tryouts of High-Head Turbine Plant. (13) Oct. 20.
New Haven Freight Transfer Facilities at Cedar Hill.* (15) Oct. 22.
Report on the Construction and Maintenance of Cinder Pits.* (Am. Ry. Bridge and Building Assoc.) (15) Oct. 22.
Report on Lining Tunnels Under Traffic. (Am. Ry. Bridge and Building Assoc.) (15) Oct. 22.
Report on the Construction and Maintenance of Passenger Platforms. (Am. Ry. Bridge and Building Assoc.) (15) Oct. 22.
Report on the Detection and Repair of Leaks in Water Mains. (15) Oct. 22.
Etude des Chassis de Wagons.* (Design of Truck Chassis.) M. Le Touzé. (38) Sept.
Les Nouveaux Wagons en Acier de 109 Tonnes de Capacité, du Virginian Railway (Etats-Unis). (The New Steel Cars of 109 Tons Capacity on the Virginian Railroad (U. S.).) (33) Sept. 17.
Etude Graphique de l'Accélération d'un Train.* (Graphical Study of the Acceleration of a Train.) P. Caufourier. (33) Sept. 17.
Beitrag zur Berechnung von Schutzbrücken für Drahtseilschwebebahnen.* (Contribution to the Calculation of Protection Bridges for Suspension Cable Railways.) A. Knees. (69) Dec. 3, 1920.
Eisenbahnwagenkasten aus Eisenbeton.* (Railroad Car Bodies of Reinforced Concrete.) Max Gensbaur. (78) Serial beginning Dec. 4, 1920.
Einiges über den Umbau der Eisenbahnbrücke über die Mosel bei Koblenz.* (On the Rebuilding of the Railroad Bridge Over the Mosel at Koblenz.) F. Bohny. (69) Jan.
Eigenartige amerikanische Bahnhofshalle.* (Peculiar American Railway Station Halls.) Hausmann. (69) Jan.
Ueber Verwendung von flusseisernen Lokomotiv-Feuerbüchsen. (On the Use of Ingot Iron Locomotive Fireboxes.) (53) Jan. 21.
Verheerende Wirkung eines Murganges.* (Detrimental Action of Detritus Carried by Water.) Th. Güdel. (78) Feb. 4.
Neue Eisenbahnwagenbauten in Eisenbeton.* (New Railway Car Construction of Reinforced Concrete.) Gerhard Neumann and Franz Lehner. (78) Feb. 4.
Bogenläufige Lokomotiven.* (Locomotives Capable of Taking Curves.) F. Meineke (48) Serial beginning Feb. 19.
Die Fahrzeuge für den elektrischen Betrieb der Berliner Bahnen.* (Rolling Stock for the Electric Operation of the Berlin Railways.) (48) Feb. 12.
Der elektrische Betrieb der Rhätischen Bahn.* (The Electric Operation of the Rhätisch Railroad.) (48) Feb. 26.
Das Hartguss (Griffin) Rad im Eisenbahnbetrieb und seine Herstellung.* (The Chill Cast (Griffin) Wheel in Railroad Operation and Its Manufacture.) (Emil Rüker. (53) Serial beginning June 10.
Autogenscheissung von kufernen Lokomotivfeuerbüchsen.* (Autogeneous Welding of Copper Locomotive Fireboxes.) Weese. (48) Sept. 3.
Wie kann man bei der Dampflokomotive Kohle sparen?* (How Can We Economize on Coal in the Steam Locomotive?) J. Rihosek. (48) Sept. 17.
Der Eisenbahnbau Tongern-Aachen.* (Tongern-Aachen Railway Construction.) E. Hünerwadel. (107) Serial beginning Oct. 1.

Railroads, Street.

The Urban Transportation Field Analyzed.* J. C. Thirwall. (17) Oct. 1.
The Lubrication of Rolling Stock.* L. W. W. Morrow. (17) Oct. 15.
Railway Tracks Removed from Streets of Dallas.* (13) Oct. 20.

* Illustrated.

Railroads, Street—(Continued).

Timbered and Roof-Shield Tunneling in Deep Loose-Ground Subway Section.* W. C. Briggs. (13) Oct. 27.
Entkeimungsanlage der Wiener städtischen Strassenbahnen in Bahnhof Simmering. (Disinfecting Installations in the Simmering Station of the Vienna Municipal Street Railways.) (53) May 28.

Roads and Pavements.

Standard Concrete Highway Bridges and Culverts.* A. C. Irwin. (121) Vol. 17.
Equipment for Concrete Road Construction. F. M. Bakley. (121) Vol. 17.
Developments in Plant and Organization for Concrete Road Construction. C. R. Ege. (121) Vol. 17.
Some Considerations Governing Road Development in the Transvaal. A. D. Hohnwood. (114) Sept. 24.
The Michigan Boulevard Improvement. Hugh E. Young. (4) Oct.
Wilkinsburg, Pa., Modernizes 29-Year Old Brick Pavement. Charles F. Sperling. (60) Oct.
Bituminous Pavement Design—Aggregate Survey.* F. S. Besson. (60) Oct.
Handling Traffic During Highway Construction. Paul D. Sargent. (Paper read before New England Conference of Highway Commissioners and Motor Vehicle Registrars.) (86) Oct. 5.
Methods and Cost of Constructing Concrete Post-Wooden Rail Guard Fence.* C. L. McKesson. (From *Public Roads.*) (86) Oct. 5.
Comparison of Three Methods of Concrete Road Construction.* (From *Bulletin* of Assoc. Pennsylvania Highway Contractors.) (86) Oct. 5.
Refined Tar in Road Construction and Maintenance. Philip P. Sharples. (From paper read before Canadian Assoc.) (86) Oct. 5; (96) Oct. 13.
How the Oldest Town in the United States Repairs Its Pavements.* Engene Master. (86) Oct. 5.
Road Design and Location. E. W. James. (96) Oct. 6.
Illinois Highway Department Makes Road Tests.* Clifford Older and H. F. Clemmer. (120) Oct. 13.
Experiment on Desert Road with Asphaltic Pavement. (13) Oct. 13.
Thin Binder Course a Menace to Asphalt Pavement.* Roy M. Green. (13) Oct. 20.
Central Mixing for Concrete Roads. C. S. Hill. (13) Oct. 20.
Fundamental Principles in Handling Earthwork. D. H. Sauerbraun. (Paper read before Univ. of Pennsylvania.) (96) Oct. 20.
Strength Tests on Pre-Mixed Concrete on Detroit Street Railways.* W. R. Dunham, Jr. (13) Oct. 27.
Lastkraftwagenverkehr und Strassenerhaltung.* (Motor Truck Freight Traffic and Street Maintenance.) W. Voit. (53) Feb. 11.

Sanitation.

The Application of Colloid Chemistry to the Filter-Pressing of Sewage Sludge.* John Arthur Wilson and others. (59) Sept.
Inverted Siphons for Sewers Final Report of Committee. (109) Sept.
Detroit's Great Sewer Program.* M. Woolsey Campau. (117) Oct.
The Oxygen Consumed Test.* John Scacciaferro. (36) Oct.
Sewer Construction in Detroit, Michigan.* F. F. Griswold. (60) Oct.
Swimming Pool Construction.* Herbert L. Flint. (119) Oct.
Some Examples of Outdoor Swimming Pools.* William H. Punchard. (119) Oct.
Imhoff Tank Experiences in America.* Peter Gillespie. (96) Oct. 6.
Removal of Colloids from Sewage: Theory and Practice.* Waldo S. Coulter. (13) Oct. 6.
Minnesota Swamp Land Reclaimed for Farm Use.* Merlin H. Dappert. (13) Oct. 6.
Aeration Period of Sludge in the Activated-Sludge Process.* (13) Oct. 13.
Enlargement of the Sewage-Works of Baltimore.* C. Edward Keefer. (13) Oct. 20.
Sewer Grades and Sewage Disposal. Arthur J. Martin. (Paper read before Assoc. of Managers of Sewage Disposal Works.) (13) Oct. 20.
Ueber die fortlaufende Filtration der Schwimmbeckenwässer im Münchener Volksbad.* (On the Continuous Filtration of Water for the Swimming Pool in the Münich Public Bath.) H. Ilzhöfer. (7) Jan. 15.
Gewerbehygiene und Unfallverhütung. (Industrial Hygiene and Accident Prevention.) Georg Wolff. (7) Jan. 22.
Gesundheitstechnische Neuerungen.* (Novelties in Sanitary Technique.) H. Metzger. (7) Serial beginning Feb. 5.
Die Versalzung und Verhärtung des Elbwassers.* (The Water of the Elb Turning Salty and Hard.) W. P. Dunbar. (7) Serial beginning Feb. 19.
Versuche mit dem Dampf- und Vakuum- Formalin- Düsen- Desinfektionsapparat.* (Experiments with the Steam and Vacuum Formalin Jet Disinfecting Apparatus.) Hüne. (7) Feb. 26.
Die Kanalisations- und Abwasserreinigungsanlagen der Stadt Spandau.* (Drainage and Waste Water Purification Plants in Spandau.) Fischer. (7) Mar. 12.
Chlorgas- Sterilisation und Desinfektion von Wasser und Abwasser.* (Chlorine Gas Sterilization and Disinfection of Water and Sewage.) Leon Gartzweiler. (7) Mar. 26.
Zur Frage der Abwasserbeseitigung bei Siedlungen. (On the Question of the Removal of Waste Water in Settlements Formed on Account of the Shortage of Houses.) H. Stooff. (7) Apr. 9.
Die Chemischen Reinigungsverfahren bei der Wasserversorgung der Trupp im Felde.* (Chemical Processes of Water Purification for Troops in the Field.) A. Heilmann. (7) Apr. 30.

Structural.

Contract Pressures and Stresses.* E. G. Coker and others. (75) Vol. 1.
Moments and Stresses in Slabs.* H. M. Westergaard and W. A. Slater. (121) Vol. 17.

* Illustrated.

Structural—(Continued).

Report of Committee on Far Rockaway Fire.* (121) Vol. 17.
Report of the Special Committee on the Application of Metal Forms to Reinforced-Concrete Construction. (121) Vol. 17.
Report of Committee on Concrete Houses. (121) Vol. 17.
Report of Committee on Treatment of Concrete Surfaces. (121) Vol. 17.
Report of Committee on Standard Units of Design. (121) Vol. 17.
Report of Committee on Nomenclature. (121) Vol. 17.
Developments of Concrete Building Units in England.* John T. Stewart. (121) Vol. 17.
Coloring Concrete. John W. Lowell. (121) Vol. 17.
Shrinkage of Portland Cement Mortars and Its Importance in Stucco Construction.* J. C. Pearson. (121) Vol. 17.
A Study of Column Test Data.* Franklin R. McMillan. (121) Vol. 17.
Test of a Flat-Slab Floor of the New Channon Building.* H. F. Gonnerman and F. E. Richart. (121) Vol. 17.
Lessons in Fire-Resistance from the Frankford Fire.* W. A. Hull. (121) Vol. 17.
Further Tests of Concrete Tanks for Oil Storage. George A. Smith. (121) Vol. 17.
Tolerance of Coarse Aggregate Passing the ¼-In. Sieve as Affecting Specifications for Gravel Aggregates.* William K. Hatt and R. B. Creppo. (121) Vol. 17.
Fire Resistance of Concrete Block and Brick. (121) Vol. 17.
Report of Committee on Cement Floor Finish.* (121) Vol. 17.
Standard Specifications for Concrete Floors. (121) Vol. 17.
Some Experiences with Thin Concrete Slabs.* John V. Shaefer. (121) Vol. 17.
Tests of a Concrete Mixer.* W. K. Hatt. (121) Vol. 17.
Placing Concrete Under Novel Conditions.* George Murgatroyd. (36) Oct.
Construction Accounting Under Uniform System.* (117) Oct.
Wetness *vs.* Fatness. L. H. Hart. (117) Oct.
Gypsum as a Building Material. Leo Griswold Hall. (19) Oct.
Quick Hardening Cement Developed by the French. Edwin C. Eckel. (13) Oct. 6.
Interpreting the Chemical Analysis of Portland Cement. J. C. Witt. (13) Oct. 20.
The Thermal Conductivity and Diffusivity of Concrete. (From *Bulletin* published by Univ. of Illinois.) (86) Oct. 26.
Cape May Hangar for Dirigible Built from Two Small Ones.* (13) Oct. 27.
Large Roofs Suspended by Cables to Avoid Columns.* (13) Oct. 27.
Tunnelling the Selkirks.* (46) Nov.
Recherche Expérimental sur la Déformation des Matériaux Pierreux par Flexion Composée.* (Experimental Research on the Deformation of Materials.) G. Magnel. (30) June.
La Résistance a l'Incendie des Différents Genres de Piliers et Colonnes.* (Fire Resistance of Different Types of Pillars and Columns.) P. Calfas. (33) Serial beginning Sept. 24.
Zur Berechnung statisch unbestimter Vollwandbinder mit Hilfe von Verschiebungsplänen.* (The Calculation of Static Undetermined Plain Trusses with the Help of Transposition Planes.) E. Kammer. (69) Mar. 9, 1920.
Ueber die Biegungsfestigkeit von [-Eisen.* (On the Flexure Strength of [-Iron.) F. Wansleben. (69) Apr. 9, 1920.
Verringerung des Sicherheitsgrades. Ein Weg zum sparsamen Bauen. (Reduction of the Factor of Safety. A Method to Economize on Construction work.) Franz Czech. (69) Apr. 9, 1920.
Die Durchbiegung einer exzentrisch durch eine Einzellast belasteten Kreisplatte.* (The Deflection of a Circular Plate Loaded Eccentrically by a Single Load.) Ernst Melan. (69) May 18, 1920.
Trapezförmige Fachwerkstützen mit Streben von gleicher Neigung.* (Trapezoidal Framework Supports with Braces at Equal Inclinations.) O. Kettner. (69) May 18, 1920.
Zur Frage der Rostsicherheit des Eisens im Beton.* (On the Question of the Prevention of Corrosion of Iron in Concrete.) Amos. (78) June 5, 1920.
Zur Berechnung von Mastenfundamenten.* (On the Calculation of Foundations for Masts.) W. L. Andrée. (69) June 15, 1920.
Die neuen ministeriellen Bestimmungen für Hochbauten in Preussen.* (The New Government Regulations for High Buildings in Prussia.) Alfred Gregor. (69) June 15, 1920.
Bauweise "Schnell.* ("Schnell" Methods of Construction.) (78) Serial beginning July 5, 1920.
Beitrag zur Berechnung auf Knickung beanspruchter Rahmengebilde.* (Contribution to the Calculation of the Buckling of Loaded Frame Structures.) Karl Ljungberg. (69) July 16, 1920.
Weitspannende Sägeformdächer (Fachwerk-Sheds.)* (Wide Span Saw-Tooth Roofs. (Framework Sheds).) Em. Haimovici. (69) Apr. 9, 1920.
Ueber das unverstümmelte Grundgesetz der Biegungstheorie und den Sinn der Eulerschen Knickgleichungen.* (On the Original Fundamental Law of the Theory of Flexure and the Sense of the Euler Equations for Buckling.) Ewald Rasch. (69) June 4, 1920.
Neuere Versuche mit tragerlosen Decken. (Recent Experiments with Girderless Ceilings.) Jar. J. Polivka. (78) June 5, 1920.
Die Inerschnittsermittlung rechteckiger. auf Doppelbiegung beanspruchter Balken. (Determination of the Cross-Section of Rectangular Loaded Beams Under Double Flexure.) Böhrig. (69) June 15, 1920.
Bestimmung der ungünstigsten Laststellung einer wandernden Laststreifengruppe bei Dreieckseinflusslinien.* (Determination of the Most Unfavorable Placing of the Load of a Moving Group of Loaded Bands on Triangular Influence Lines.) Leopold Herzka. (69) June 15, 1920.
Grundsätze und Richtlinien beim technischen Arbeiten.* (Fundamentals and Guiding Principles for Technical Work.) Alfred Gregor. (69) July 6, 1920.
Entwurf zu einem Leipziger Messturm mit 30 Stockwerken.* (Plan of a Tower 30 Stories High for the Leipzig Fair.) Em. Haimovici. (69) July 16, 1920.

---

* Illustrated.

Structural—(Continued).

Bemerkenswerte Bauausführungen mit Einschluss der Kleinwohnungsbauten.* (Noteworthy Types of Building Construction Including the Construction of Small Dwellings.) Heinrich Sielken. (78) Serial beginning Aug. 5, 1920.

Die Bemessung von Nietverbindungen bei Richtungswechsel der Beanspruchung.* (The Measuring of Rivet Connections on Changing the Direction of the Load.) (69) Aug. 24, 1920.

Beitrag zur Berechnung der Formänderung von Kragträgersystemen.* (Contribution to the Calculation of the Change in Form of Systems of Truss Beams.) Eduard Cecerle. (69) Sept. 3, 1920.

Spannungsermittlung bei Eisenbetontragteilen beliebigen Querschnitts mit schrägem Lastangriff.* (Transmission of Stresses in Ferro-Concrete Bearing Parts of Any Cross-Section with Oblique Application of Load.) G. Hartschen. (78) Sept. 4, 1920.

Entwürfe neuer Normblätter.* (Drafts of New Standards.) (78) Sept. 20, 1920.

Berechnung der Knickbelastung von Gitterwerkskonstruktionen.* (Calculation of the Breaking Load of Lattice Work Constructions.) Karl Ljungberg. (69) Sept. 24, 1920.

Neuere Kohlenlagerhäuser in Eisenbeton.* (New Coal Storage Houses of Reinforced Concrete.) G. Escher. (78) Oct. 4, 1920.

Berechnung des Vierendeel-Trägers mit Hilfe von mehrgliedrigen Elastizitätsgleichungen.* (Calculation of the Vierendeel Beam with the Help of the Elasticity Equations with a Number of Parts.) Kurt Lerche. (69) Nov. 19, 1920.

Normen für Beton und Eisenbeton. (Standards for Concrete and Reinforced Concrete.) (78) Nov. 4, 1920.

Einwirkung von Kohl auf Beton.* (Effect of Coal Upon Concrete.) (78) Nov. 4, 1920.

Das gelenkig gelagerte Doppelportal.* (The Double Portal on Articulated Bearings.) Kaufmann. (69) Nov. 5, 1920.

Die Zähigkeit des Materials als Grundlage für die Berechnung von Brücken, Hochbauten und ähnlichen Konstruktionen aus Flusseisen. (Toughness of Material as a Basis for the Calculation of Bridges, Building Constructions and Similar Constructions of Ingot Iron.) (69) Dec. 3, 1920.

Die Berechnung achsensymmetrisch gleichmässig belasteter Ringtragwerke.* (The Calculation of Annular Supporting Structures Uniformly Loaded Symmetrically to the Axes.) F. Wansleben. (69) Dec. 3, 1920.

Die Bauasstellung in London.* (The Building Exposition at London.) Wernekke. (78) Dec. 4, 1920.

Die Berechnung der Stockwerkrahmen mit beliebiger Felderanzahl.* (The Calculation of the Frame for a Floor with any Number of Bays.) Ernst Melan. (78) Dec. 4, 1920.

Beitrag zur Berechnung der schiefen Zugkräfte am Auflager eines frei aufgelagerten Eisenbetonbalkens auf zwei Stützen, der durch eine gleichmässig verteilte Last und eine wandernde Eingellast belastet wird.* (Contribution to the Calculation of the Oblique Tractive Force on the Rests of a Ferro-Concrete Beam Lying free on Two Supports, and Loaded by a Uniformly Distributed Load and by a Single Moving Load.) Georg Linke. (78) Dec. 4, 1920.

Die Biegungsbeanspruchung von Platten durch Eingelkräfte.* (Bending Loads of Plates by Single Forces.) A. Nâdai. (107) Dec. 4, 1920.

Ueber die angenäherte Lösung von Stabilitätsproblemen im Raum mittels der elastichen Gelenkkette.* (On the Approximate Solution of Problems on Stability in Space by Means of the Elastic Articulated Chain.) Heinrich Hencky. (69) Dec. 21, 1920.

Aus der Konstruktionspraxis.* (Good Practice in Construction Work.) Rud. Kramer. (69) Jan.

Schubbewehrung von Eisenbetonbalken mit beweglicher Belastung.* (Protection Against Shock in Ferro-Concrete Beams with Moving Loads.) W. Hohmann. (78) Jan. 4.

Neuzeitliche Fabrikneubauten in den Vereinigten Staaten von Nordamerika.* (Modern Factory Construction in the United States of America.) Otto Schlich. (78) Serial beginning Jan. 4.

Schubspannung und Schubbewehrung nach den deutschen "Vorschriften" und preussischen "Musterbeispielen".* (Shear Tension and Avoiding Shear According to German Directions and Prussian Model Examples.) Birkenstock. (78) Jan. 4.

Ueber Winkelstützmauern.* (On Angular Supporting Walls.) A. Ostenfeld. (78) Serial beginning Jan. 4.

Die Druckfestigkeit von Voll- und Hohlsteinen. (The Resistance to Compression of Solid and Hollow Bricks.) (78) Jan. 4.

Grünfuttertürme aus Mauerwerk und Beton.* (Masonry and Concrete Silos.) K. Matthies. (80) Jan. 11.

Wolkenkratzer im neuen Deutschland?* (Skyscrapers in New Germany?) H. Gerves. (80) Jan. 20.

Eisenkonstruktion für ein Kammergebäude einer Schwafelsäurefabrik.* (Iron Construction for a Chamber Building of a Sulphuric Acid Plant.) Luitpold R. von Teng. (69) Feb.

Beitrag zur Berechnung des eingespannten Bogenträgers auf Grund der Elastizitätstheorie.* (Contribution to the Calculation of a Fixed Arched Girder Based on the Elasticity Theory.) Bela Enyedi. (69) Feb.

Entwurfsgrundlagen für zweistielige Bogenhallenbinder ohne Zugband.* (Basic Sketches for the Bent Roof Truss of a Hall, without Tie Rods, with Two Point Support.) Otto Fröhlich. (78) Feb. 4.

Eisenbetonbauten im Militärlager Bruck-Királyhida.* (Ferro-Concrete Construction at the Bruck-Kir Military Camp.) Awner Badian. (78) Serial beginning Feb. 4.

Die Bedeutung der Keramik für unsere heutige Baukunst.* (The Importance of Ceramics in Our Present Architecture.) D. H. Altmann. (80) Feb. 26.

Leipziger Messeturm.* (Tower for the Leipzig Fair.) Em. Haimovici. (80) Feb. 26.

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* Illustrated.

Structural—(Continued).

Bemerkungen über die Wärmeleitzahl von Bau- und Isolierstoffen und die Wärmedurchlässigkeitszahl neuer Bauweisen. (Remarks on the Heat Conductivity Number of Construction and Insulation Materials and the Heat Losses in Modern Building Methods.) H. Chr. Nussbaum. (7) Feb. 26.
Einschiffige Rahmentragwerke in gemeinverständlicher Darstellung.* (Unit Frame Works in General Construction (Mathematical).) Em. Haimovici. (69) Mar.
Zementmauersteine: Was ist bei der Anlage einer Zementmauersteinfabrik zu beachten?* (Cement Brick: What Must be Observed on the Installation of a Cement Brick Factory?) Robert Paul. (80) Mar. 5.
Lastverteilung bei zweiseitig aufliegenden Eisenbetonplatten mit konzentrierter Belastung.* (Distribution of Load on Ferro-Concrete Slabs with Concentrated Loading.) W. Petry. (78) Mar. 7.
Die neuen Vorschriften für die Berechnung von trägerlosen Decken der Baubehörde von Neuyork.* (New Directions by the New York Building Authorities for the Construction of Girderless Ceilings.) Otto Schlich. (78) Mar. 7.
Versuche zur Ermittlung der Raumänderungen von Zement und Zementmörtel beim Abbinden.* (Experiments to Determine the Change in Volume of Cement and Cement-Mortar on Setting.) Otto Graf. (78) Serial beginning Mar. 7.
Die Zementfabrik in Torda.* (Cement Manufacture at Torda.) Hugó Székely and Ernst Havas. (78) Serial beginning Mar. 7.
Zeichnerische Untersuchung rechteckiger Steifrahmen.* (Diagrammatic Investigation of Rectangular Braced Box Frames.) J. Polívka. (78) Mar. 7.
Normen für Sand und Kies. (Standards for Sand and Gravel.) (80) Mar. 12.
Baustoffe. (Building Materials.) (80) Mar. 12.
Hochofenschlacke im Baugewerbe.* (Blast Furnace Slag in Building Construction.) C. R. Platzmann. (80) Mar. 24.
Altes in neuer Fassung.* (Old Things in New Forms (New Interpretation of Integrals for the Calculation of the Change in Form of Beam Systems Under Flexure).) E. Rothenburg. (69) Apr.
Einflusslinien ringförmiger Träger.* (Influence Lines of Annular Beams.) Friedrich Dusterbehn. (69) Apr.
Verstärkungsarbeiten.* (Reinforcing Constructions.) M. Schnyder. (78) Apr. 4.
Statische Untersuchung des zweistieligen Stockwerkrahmens mit beliebiger Form und Belastung.* (Static Investigation of a Frame for a Floor with any Shape and Load and Supported at Two Points.) Béla Enyedi. (78) Serial beginning Apr. 4.
Vereinfachte Auftragung von Momentenlinien: Die Momentenwurzellinien.* (Simplified Plotting of Moment Lines: the Roots of Moment Lines.) Oskar Herz. (53) Apr. 8.
Brandversuche mit Betonsäulen.* (Fire Tests with Concrete Columns.) Wernekke. (78) May 4.
Die Herstellung von Kalksandsteinen.* (Manufacture of Sand-Lime Stone.) Carl Naske. (48) June 4.
Bermerkungen zur Frage der Biegung. (Remarks on the Question of Flexure.) R. Maillart. (107) July 9.
Die Knicksicherheit gekreutzter Fachwerkstäbe.* (The Security Against Buckling of Crossed Framework Bars.) A. Freund. (69) Aug. 24, 1920.

Topographical.

Aerial Photographic Mapping Developed for Municipal and Other Engineering Services.* (13) Oct. 13.
Zeitersparnis beim Trassieren mit Hilfe des Gefällschnellmessers.* (Saving Time in Tracing with the Help of the Instrument for the Rapid Measuring of Slopes.) Günther Burstyn. (53) May 13.

Water Supply.

A Reservoir *versus* Additional Pumpage Capacity for Supplying Peak Demands.* L. A. Quayle. (59) Sept.
Municipal Water Rates.* E. E. Bankson and others. (59) Sept.
The Quality of Water at Different Points on a Water System.* Sheppard T. Powell. (59) Sept.
Overcoming Difficulties with Crustacea in Filter Beds. Helman Rosenthal. (59) Sept.
Rainfall in New England.* X. H. Goodnough. (28) Sept.
The Utilization of Tidal Power, with Special Reference to the Severn Estuary.* F. C. Lea. (11) Sept. 16.
Notes on Water-Power Development.* A. H. Gibson. (Paper read before British Assoc.) (11) Sept. 16.
Iron Bacteria in Relation to the Incrustation of Pipes. David Ellis. (Paper read before British Assoc.) (11) Sept. 23.
Handling Breaks in Irrigation Canal Embankments.* R. M. Adams. (13) Oct. 6.
Testing and Calculating Aluminum Sulphate Solutions.* Charles H. Capen. (13) Oct. 6.
The Herlandsfossen Hydro-Electric Plant.* (11) Serial beginning Oct. 7.
The Relation of Run-Off to Rainfall.* (11) Oct. 7.
Recent Water-Turbine Developments.* W. H. White. (96) Oct. 13.
Intake for Oshawa Water Supply.* Robert W. Angus. (96) Oct. 20.
Remodeling Plant to Increase Rating.* Phifer Smith. (27) Oct. 22.
Tables for Designing Non-Pressure Water and Sewer Tunnels.* Julian Hinds. (13) Oct. 27.
Proportioning and Making Concrete on Barrett Dam.* H. N. Savage. (13) Oct. 27.
Underground Water Storage on the Santa Ana Cone.* Hyde Forbes. (13) Oct. 27.
Making the Flood Dam Itself.* J. F. Springer. (46) Nov.
Ein Wasserbehälter in Eisenbeton.* (A Reinforced Concrete Water Tank.) Ernst Havas. (78) Nov. 4, 1920.

---

* Illustrated.

Water Supply—(Continued).

Die Mittel zur Verhinderung der Grundwassererschöpfung. (The Method for Preventing the Exhaustion of Ground Water.) G. Schonke. (7) Jan. 1.
Betonrohre aus Zement und Kalk. (Concrete Pipes from Cement and Lime.) H. Jolig. (80) Jan. 6.
Die Anwendung von Eisenbetondruckrohren bei Wasserkraftanlagen.* (Use of Reinforced Concrete Pressure Pipes in Hydraulic Power Plants.) Leo Nagel. (53) Jan. 14.
Die Wasserkräfte von Nordtirol. (Water Powers of Northern Tyrol.) K. Innerebner. (53) Serial beginning Jan. 14.
Ueber den Ausbau der Wasserkräfte in Bayern.* (On the Development of Water Resources in Bavaria.) Philipp Forchheimer. (53) Jan. 14.
Gezeitenkraftwerk in England.* (Tide-Water Power Plant in England.) (48) Jan. 15.
Einrichtung zum registrierenden Messen von Wasserstand und Wassermenge in geregelten Gerinnen.* (Arrangement for Recording Water Level and the Amount of Water in Regulated Channels.) L. Schmidt. (53) Jan. 28.
Genaue Berechnung der Formänderung eines kreiszylindrischen Wasserbehälters mit Parabelquerschnitt durch den Wasserdruck.* (Exact Calculation of the Change in Shape of a Circular Cylindrical Water Container with a Parabolic Cross-Section Through Water Pressure.) Alexander Fischer. (53) Feb. 25.
Wirtschaftliche Bedeutung des Wirkungsgrades der Wasserturbinen für Entscheidungen beim Neubau und Umbau.* (Economic Importance of the Efficiency in Deciding Whether to Build New, or Reconstruct Old Water Turbines.) Leiner. (48) Feb. 26.
Wirtschaftliche Betriebsweise wagrecht durchflossener Klärbecken.* (Economic Methods of Operating Horizontal Continuous Clarifying Basins.) Friedrich Schrank. (7) Mar. 19.
Ueber die Spiegelbewegung in Wasserschlossern bei Anordnung eines Zwischenwasserschlosses.* (On the Variation of Level in End Reservoirs if There are Intermediate Reservoirs.) Armin Schoklitsch. (53) June 24.
Druckrohre aus Eisenbeton bei Wasserkraftanlagen.* (Pressure Pipes of Reinforced Concrete in Hydraulic Power Plants.) Leo Nagel. (78) Sept. 4.

Waterways.

Vaal River Scheme, with Special Reference to The Vaal River Barrage. W. Ingham and J. C. Hawkins. (114) Sept. 24.
A New Type of Bank Protection.* (87) Oct.
Improvements on Lake Washington Ship Canal.* W. A. Scott. (117) Oct.
City Surveys of Rivers and Harbor at Milwaukee.* (13) Oct. 6.
Fighting the Water Hyacinth.* Thomas Ewing Dabney. (46) Oct. 8.
The Hudson River Caissons.* Robert G. Skerrett. (46) Oct. 8.
Progress on Pit River Project in California.* (13) Oct. 13.
Waterfront Bulkhead Construction at Two Lake Cities.* (13) Oct. 13.
The New Marine Salvage System.* (46) Nov.
Les Travaux d'Assèchement due Zuiderzée (Holland).* (The Drainage of the Zuider Zee (Holland).) Alfred Bijls. (33) Sept. 24.
Les Ascenseurs pour Bateaux du Canal du Centre.* (Canal-Boat Elevator on the Centre Canal.) L. Van Wetter. (30) June.
Der Ausbau des Rheins zwischen Basel und Strassburg.* (Development of the Water Resources between Basel and Strassburg.) E. Mattern. (48) Jan. 8.
Wien als Hafenstadt. (Vienna as a Port.) (53) Feb. 4.
Schiffshebewerk.* (Ship-Hoisting Device.) (53) Aug. 5.
Ueber Versuche mit Verdichtungsdüsen (Diffusoren).* (On Experiments with Compression Nozzles (Diffusors).) August Riffart. (48) Aug. 27.
Die Wasserstrassenverbindung Rheinlands und Westfalens mit den Küsenstädten.* (Connecting the Rheinland and Westphalia by Water with the Coast Cities.) M. Hahn. (50) Sept. 22.

* Illustrated.

Vol. XLVII. NOVEMBER, 1921. No. 9.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

CONTENTS

PLATES

For Index to all Papers, the discussion of which is current,
see the back of the cover

Vol. XLVII. NOVEMBER, 1921. No. 9.

AMERICAN SOCIETY OF CIVIL ENGINEERS
INSTITUTED 1852

PAPERS AND DISCUSSIONS

A REVIEW OF IMPORTANT DEVELOPMENTS IN THE SCIENCE OF CADASTRAL RESURVEYS AS EXECUTED BY THE UNITED STATES GOVERNMENT, WITH ETHICAL DISCUSSION THEREOF

By Howard Richards Farnsworth,* Assoc. M. Am. Soc. C. E.

Synopsis

Owing to the great number of interesting phases appropriate for discussion in any general review of the science of cadastral resurveys, this work has necessarily been restricted, and is confined to a study of some of the more recent and important of the technical improvements in field and office methods, as developed in the Cadastral Engineering Service of the United States General Land Office.

It must be assumed that the reader is familiar with the long established official method of execution of original public land surveys, which produces a rectangular network of 36 sections per township 6 miles square, with monuments established at intervals of ½ mile. At the present time, the original areas are nearly all subdivided and platted, and the greater part of what was once a vast undeveloped public domain has passed into private ownership. The rapid development of this area and of its latent wealth depends largely on a quiet title and undisturbed possession, which, if not secure, immediately retards the growth of the mineral, lumber, agricultural, and live-stock interests which in large measure form the basis for credit at the banks and that National wealth which is the bulwark of the country.

Until 1910, the Government executed these original surveys by entering into contract with a successful bidder, generally on a mileage basis. An unfortunate result was the frequent careless and sometimes fraudulent work, especially in the early surveys, the natural desire of the deputy surveyor being to execute his contract with the minimum of expense and danger to himself. The early surveys were often a mass of errors, sometimes with no monu-

Note.—These papers are issued before the date set for presentation and discussion. Correspondence is invited from those who cannot be present at the meeting, and may be sent by mail to the Secretary. Discussion, either oral or written, will be published in a subsequent number of *Proceedings*, and, when finally closed, the papers, with discussion in full, will be published in *Transactions*.

* Washington, D. C.

ments set at all, a fictitious plat and field record having been prepared and filed which described the true extent and character of the lands represented with only remote accuracy. Again, especially on the Western plains, Nature and the elements have gradually obliterated the corner monuments, important boundaries and whole counties being thus affected. Finally, when settlement began, a vain search for corners commenced, strife ensued, and unending lawsuits developed among the claimants and owners of the lands.

Other great surveying departments of the Government, such as the United States Coast and Geodetic Survey, have always used the most refined methods, a direct method of execution instead of contract, and have taken ample time to measure and calculate distances and angles properly. Yet, when errors are found in their work, no law intervenes to prevent their correction and the moving of the monuments. Corners of public land surveys, however, on which private rights have been based, cannot be changed. Other surveys remain as before, subject only to their scientific authors, whereas the cadastral survey becomes a creature of the Courts.

In order to satisfy the ever-increasing demand for the scientific and legal treatment of this "error", Congress has provided for the Federal execution of cadastral resurveys. For the past eleven years, this complicated and exacting work has been successfully prosecuted by the cadastral engineers of the Government, who are applying only the most approved scientific and legal methods. It is believed that every civil engineer having to do with field work, will find the discussion of the subject, as set forth in this paper, to be of interest and value.

ADMINISTRATION

Organization and Duties

The tenth anniversary of the inauguration of the direct system of surveys and resurveys by the General Land Office was reached on June 25th, 1920, on which date, in 1910, Congress discontinued the old contract system* and the work was placed under the direct supervision of the Commissioner of the General Land Office. The record of all classes of accepted surveys under the new system, for the past ten years, is estimated at 100 109 570 acres, or an average of 10 000 000 acres per annum, the high mark having been reached in 1915. The aggregate area resurveyed during the fiscal year ending June 30th, 1920, was 2 514 306 acres.†

The administration and technical direction of this stupendous work is vested in a small group of civil engineers in what is known as the Division of Surveys and Resurveys. With the advice and counsel of a Board of Law Review, these engineers act for the Commissioner in the attainment of correct execution and practical results in what is undertaken. This Division is the administrative unit which undertakes the administration, supervision, technical control, and execution of the survey of public lands together with other

* For an exposition of this system, see the paper by C. L. DuBois, Mass. Inst. of Technology *Quarterly*, Vol. XII, No. 4 (December, 1899).

† Report of the Commissioner of the General Land Office to the Secretary of the Interior, June 30th, 1920, pp. 19 and 127.

surveys involving the boundaries of Mexican and Spanish private land grants, of State and international boundaries, and resurveys authorized by law.*

Fig. 1 is a diagram of the administrative organization of the Cadastral Engineering Service of the General Land Office as of 1919, showing the relative supervisory responsibilities.

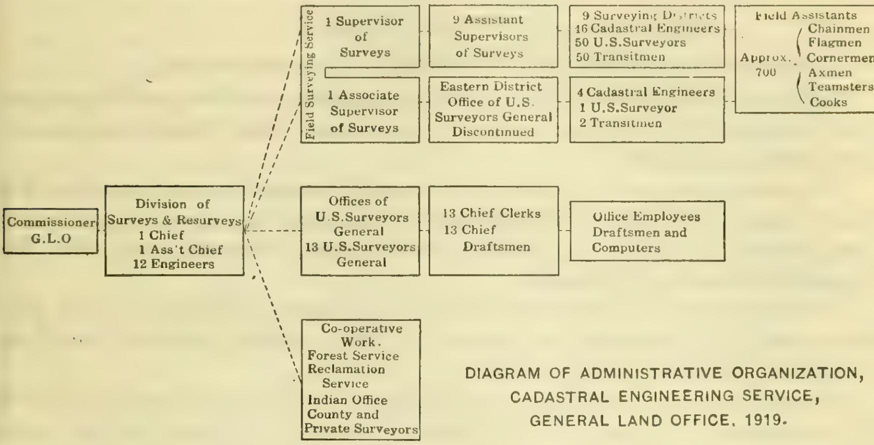


FIG. 1.

AUTHORITY OF LAW

In general, the legislation provided by Congress for the execution of cadastral resurveys under this organization may be divided along the lines of the application thereof to two general conditions, first, where title to more than 50% of the land to be resurveyed remains in the United States, in which case the Government bears the entire cost; and, second, where disposals are in excess of 50% of the total area, in which case the private holder bears his share of the expense as well as the Government, proportioned in accordance with the acreage held. This service, which has become invaluable to the Western States, has recently been made available to the Central and Eastern States where unending boundary disputes are still found to obtain, although for many years the lands have been held in private ownership.

The first general Act was approved by Congress on March 3d, 1909, and was entitled "An Act Authorizing the Necessary Resurvey of Public Lands." It reads in part as follows:

"That the Secretary of the Interior may * * * cause to be made * * * such resurveys or retracements of the surveys of public lands as * * * he may deem essential to properly mark the boundaries of the public lands remaining undisposed of: Provided, that no such resurvey or retracement shall be so executed as to impair the *bona-fide* rights or claims of any claimant, entryman, or owner of lands affected by such resurvey or retracement." (35 Stat., 845).

* Further information on this subject may be had by reference to the decision of the U. S. Supreme Court in United States *vs.* Morrison (240 U. S., 210–212 inclusive); to the 1919–21 files (Form No. 28), of the U. S. Bureau of Efficiency; and to the report dated March 12th, 1920, of the Federal Reclassification Commission.

The second general Act, entitled "An Act Authorizing the Resurvey or Retracement of Lands Heretofore Returned as Surveyed Public Lands of the United States under Certain Conditions" (40 Stat., 965), was approved September 21st, 1918. Work under the latter Act is undertaken on the application of the owners of three-fourths of the privately owned lands, or of any Court of competent jurisdiction.

Restrictions Imposed

From a review of Congressional legislation it is evident that:

Where private rights have attached to boundaries of the public lands, as duly accepted by the Commissioner of the General Land Office, these boundaries are unchangeable.

Original monuments of all classes on such boundaries must stand as the true corners which they were intended to represent, in so far as such rights are affected, irrespective of whether their actual positions agree with the record of the original field notes.

Where corners on such boundaries have become obliterated or are lost, they must, in a resurvey, be restored in their original positions, according to the best available evidence thereof.

The jurisdiction of final review in all matters of private ownership affected by a resurvey, is vested in the Courts. Thus, it is evident that, in suits involving boundary disputes, the rules of procedure laid down to guide the U. S. Cadastral Engineer in his execution of resurveys must be in harmony with the leading Court decisions, in order that, when properly applied, the Courts may accept without question the boundaries thus determined in so far as they represent the true location of a particular tract of land intended to be conveyed by a patent.

IMPROVEMENTS IN THE FIELD

In Equipment

The modern practices developed and utilized in the execution of Federal cadastral surveys are in keeping with the orderly advance in refinement and precision to be found in the methods used in all other engineering and scientific activities, when compared with the practice of years ago. A 1919 edition of the "Manual of Surveying Instructions", which embraces six of the ten chapters contemplated for the completed edition, completely revises all previous issues with additional new material. This edition has been prepared by a Board, created by the Commissioner, composed of four members of the Engineering Staff of the General Land Office, together with a field officer, which, as a body, deserves much credit for expanding and establishing the practice of a highly specialized science.

A few of the more convenient and useful forms of observation as taken from these recent "Instructions",* will be given in the pages that follow. Some of these forms are not in general use and will appeal to the field engineer.

* "Advance Sheets of a Revision of the Manual of Instructions for the Survey of the Public Lands of the United States", General Land Office, 1919, p. 23.

Alignment.

Improved Solar Transit.—The engineer's transit, as equipped with the Smith solar attachment, has been developed in the General Land Office to a state of efficiency which fully warrants the adoption of this model as a standard instrument. In improving the construction, special attention has been given to provide suitable means by which working parts may be properly adjusted to insure uniform accuracy in the results attained. No detail has been omitted, and the perfected arrangement of the working parts permits a precise and rapid adjustment in the field, in a simple manner readily understood by any competent operator and entirely free from any uncompensated or residual errors. Adequate provision has been made for a maximum protection of the delicate working parts, with due attention given to compactness and to a proper distribution of weight.

A result of special tests in this service, where a large number of every form of solar model are constantly in use, has proven the Smith solar attachment to be far superior in efficiency to all other forms. In improving the construction of this solar attachment to obtain the standard instrument, the process of evolution from the old to the new model has been gradual and tedious, each change being put to the test of months of actual field use.

In the improved construction, a regular light mountain model, full engineer's transit is used, on the east standard of which is mounted the solar attachment. The essential features of the important improvements over older models are as follows:*

1.—The solar has been mounted on an instrument having V-shaped standards, thereby adding much to the stability of the attachment.

2.—The base-plate of the solar is mounted on 3-ft. posts, thus relieving the strain due to imperfect adjustment of the older models having a four-point base.

3.—The position of the base-plate is adjustable by opposing capstan nuts on the foot posts, each with a countersunk ball washer, thereby obtaining positive adjustment altogether free from strain on the capstan nuts.

4.—The three-point base forms a right-angle triangle, with one side horizontal and one side vertical, thereby permitting adjustment in either of two directions: (*a*), One about a horizontal axis, and (*b*), one about a vertical axis, either without disturbing the other.

5.—The axis of the latitude arc is arranged so that its position may be tested with a striding level without removing the auxiliary telescope.

6.—Both the latitude arc and auxiliary telescope are hung beneath the latitude axis, thereby lowering the center of gravity of the attachment and giving much greater protection to the delicate working parts.

7.—Suitable capstan nuts have been placed at one end of the auxiliary telescope to provide for its proper adjustment, with respect to the axis of the latitude arc.

* A. D. Kidder, "A Description of the Smith Solar Attachment, as Recently Improved for the Surveying Service of the General Land Office", published under the direction of the Commissioner, General Land Office, 1915, p. 5.

8.—Improved interlocking devices have been placed on the latitude and declination arcs, verniers, clamps, and tangent motions.

9.—The mirror may be swung around instantly to permit direct sighting through the auxiliary telescope.

10.—Absolute freedom of motion of the various working parts each to perform its own function, and each one independently, quickly and permanently adjustable.

Maximum efficiency may be expected and obtained from the operation of the solar attachment only when the attachment itself, as well as the transit on which it is mounted, is in proper adjustment and when so adjusted efficient meridional performance may be obtained. The recent improvements have added greatly to the precision and ease with which the adjustments may be accomplished. These adjustments are described in detail in the advance sheets of the "Instructions" issued under the direction of the Commissioner, previously referred to, and are well worthy of adoption by all engineers interested in time, latitude, and azimuth determinations by the use of this model. (Fig. 2.)

Measurement.

Triangulation and Stadia.—The Federal engineer is authorized to obtain distances across water and over precipitous slopes by the use of appropriate triangulations or a properly safeguarded stadia method. In the former, care is exercised in the selection of the measured base and the adoption of the best possible geometric proportions of the sides and angles of the triangle. When it is desired to determine the value of any angle with a precision less than the least reading of the instrument, the method of repetitions is utilized. In the use of the stadia method, the wire interval or ratio is required to be determined in the field by frequent tests and under working conditions, in comparison with steel tape measurement, solving the following formula* for the value of the wire ratio when the horizontal distance is known:

$$\text{Horizontal distance} = K\ r \cos^2 V + (c + f) \cos V$$

in which

"horizontal distance" = the distance from the center of the instrument to the rod;

K = the wire ratio;

r = vertical rod reading;

c = distance from center of instrument to object glass;

f = distance from plane of cross-wires to object glass; and

V = observed vertical angle.

Long Steel Tape and Clinometer.—Where it is possible, the most approved method of measurement, however, is that involving the use of steel ribbon tapes from 2 to 8 chains in length, checked frequently against a suitable reference standard.

* "Tables and Formulas for the Use of U. S. Surveyors and Engineers on Public Land Surveys," Commissioner of the General Land Office, Second Edition, 1913, p. 221.

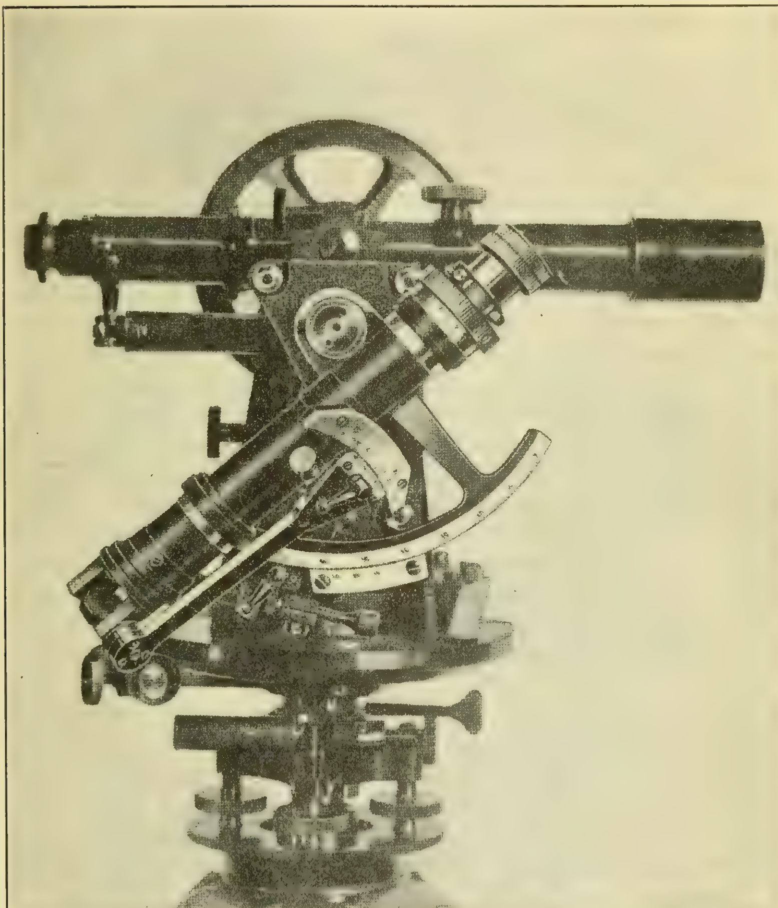


FIG. 2.—THE IMPROVED SOLAR TRANSIT.

The long tape when used is properly aligned and stretched so that the measurement may be made on the slope. One of the most rapid and reliable methods of slope measurement is obtained by a skillful use of the long steel tape. The transit is used to determine vertical angles of particularly sharp slopes, the angle of lesser slopes being determined with the clinometer. Slope distances are then reduced to true horizontal distances, and the entire operation is recorded. Rapidity in the reduction of slope measurements is obtained by the use of appropriate stadia-reduction diagrams.

In Methods.

Beginning with 1890, the inhibition against the use of the primitive magnetic needle for the determination of direction increased, and, in 1894, it was made absolute for all classes of lines on public land surveys. In the execution of the present-day survey, all bearings are determined with reference to the true meridian as defined by the axis of the earth's rotation. Such meridian determinations are required at the beginning, at necessary intervals, and at the conclusion of each work. The instruments are of the latest design and are used only on the approval of a supervising officer after they have undergone a satisfactory test in the field. It is now truly the purpose of the Government to accomplish final results in all its lines of survey, especially in those affecting boundaries of private vested rights.

Different forms of time, latitude, and azimuth observations have been developed and rearranged to facilitate work under all conditions encountered in the field, most of which are referred either to the sun or to Polaris. Time is readily determined with an error not to exceed 10″, while latitude and azimuth are readily available with an error not to exceed 1′ 00″, small errors in assumed longitude being neglected in such determinations.

Some of the more useful of the advances in methods developed and authorized for the execution of official cadastral surveys, as taken from the general instructions issued by the Commissioner of the General Land Office in 1919,* are given in the pages which follow.

Declination.—The advantages of a graphic method for ascertaining changing declinations of the sun, corrected for refraction in polar distance, are to be found in the practical elimination of errors of computation, ease of checking, and in the fact that actual values are obtained without interpolation. This method is illustrated by Figs. 3 and 4. Fig. 3 is a diagram of the sun's declinations for March 20th, 1912; Lat. 37° 30′ N.; Long. 7 hours 30 min. W.:

Declination, Greenwich noon = 4.30 A. M.	=	0° 11′ 14″ S.
Difference, 10 hours = + 593″	=	09′ 53″ N.
Declination at 2.30 P. M.	=	0° 01′ 21″ S.

and Fig. 4 is a diagram of the sun's declinations for September 23d, 1913; Lat. 47° 30′ N.; Long. 6 hours 18 min. W.:

Declination, Greenwich noon = 5.42 A. M.	=	0° 03′ 55″ N.
Difference, 10 hours = — 585″	=	9′ 45″ S.
Declination at 3.42 P. M.	=	0° 05′ 50″ S.

* "Advance Sheets of a Revision of the Manual of Instructions for the Survey of Public Lands of the United States", 1919, pp. 23, 48–49.

In Figs. 3 and 4, the horizontal lines represent each hour of the day, and the vertical lines represent 1-min. intervals in declination, the latter being numbered to suit the range of the sun's declination for the date. Two points

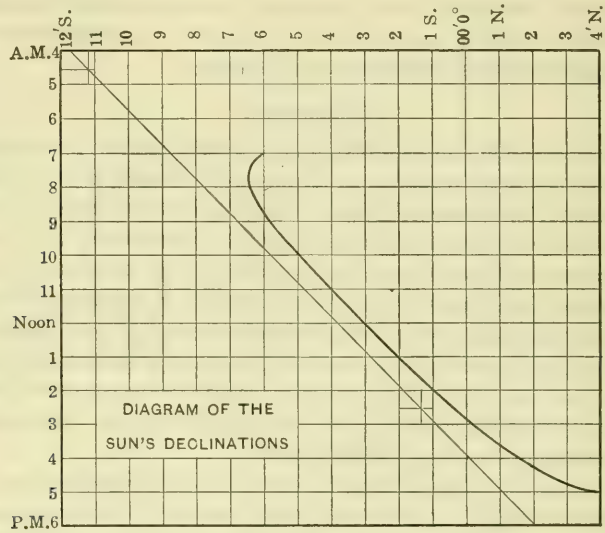


FIG. 3.

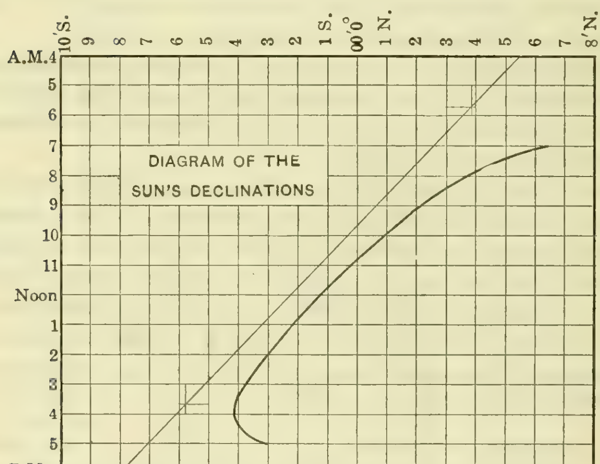


FIG. 4.

are marked on the diagrams to agree with the true declination of the sun. The first point is marked with the argument of declination agreeing with that given in the Ephemeris* for Greenwich apparent noon, that of time agreeing

* "Ephemeris of the Sun and Polaris, and Tables of Azimuths and Altitudes of Polaris", Commr. of the General Land Office, pub. annually since 1910.

with the local apparent time corresponding to Greenwich noon. The second point is marked to agree with the proper declination and time, 10 hours later. A straight line connecting the two points will then form the locus of all points which indicate the sun's true declinations for the date, for local apparent time. The proper refractions in polar distance are then scaled from the straight line toward the north for each tabulated value, morning and afternoon, as given in any correct table of values of mean refractions in polar distance, appropriate for the latitude of observation and declination of the sun. The locus of these points as plotted is a smooth curve representing the sun's declinations corrected for refraction in polar distance. The scale used for plotting the refractions must equal the scale of the intervals of 1 min. in declination, and the refractions must be laid off parallel to the horizontal lines and not normal to the line of true declination. A reading from the curve at the point corresponding to the time of observation will then give the proper declination for use with the solar attachment. For use in the reduction of altitude observations, the true values of the sun's declination will be taken from the straight line.

Time.—It is necessary for the cadastral engineer to know the exact apparent time of all his observations taken on the sun and the true local mean time of all observations taken on Polaris. When comparison with standard telegraph time is impracticable, direct determinations become necessary, and the method used will be either an altitude observation of the sun for apparent time, meridian observation of the sun for apparent noon, meridian observation of a star of appropriate magnitude, and declination for local sidereal time, or time secured directly by use of the solar attachment. Determinations by the latter method, however, are restricted to use in observations on Polaris at either elongation, and, of course, are not sufficiently accurate for observations by the hour-angle method. The meridian observation of the sun is by far the most convenient reliable method of time observation. The observing programme for this method is as follows: Determine the meridian by the best means at hand and compute the altitude setting for the sun; level the transit, place the instrument in the meridian, and elevate the telescope to the altitude of the sun's center; note the watch time of the sun's west limb tangent to the vertical wire; and note the watch time of the sun's east limb tangent to the vertical wire.

Take the mean of the readings for the watch time of apparent noon from which to compute the watch error, local mean time. If the observation fails for either limb, the reduction to the sun's center is accomplished by adding or subtracting 68 sec. A refinement in this amount is had by reference to the Ephemeris* for the time of the sun's semi-diameter passing the meridian for the date of observation. The setting for the approximate altitude of the sun's center is:†

$$V \neq 90° - \phi \pm \delta$$

* "Ephemeris of the Sun and Polaris, and Tables of Azimuths and Altitudes of Polaris", Commr. of General Land Office, pub. annually since 1910.

† "Advance Sheets of a Revision of the Manual of Instructions for the Survey of Public Lands of the United States", 1919, p. 65.

The field record appears somewhat as follows:* August 14th, 1909, in latitude 37° 16′ N.; longitude 102° 16′ W.:

$$\begin{array}{lll} \text{Setting:} & & 90^\circ\ 00' \\ & \phi \neq (-) & 37^\circ\ 16'\ \text{N.} \\ & \delta \neq (+) & 14^\circ\ 25'\ \text{N.} \\ \hline & V \neq & 67^\circ\ 09' \end{array}$$

	h. m. s.
°+ Watch time of transit, W. limb =	11 59 22
+° Watch time of transit, E. limb =	12 01 32
Watch time apparent noon =	12 00 27

	h. m. s.	
Apparent noon =	12 00 00	
Equation of time =	+ 4 33	
Local mean time of apparent noon =		12 04 33
Watch slow of local mean time =		0 4 06

In this and in other observations hereinafter given, the following analytical notation is used, to follow that used in the Commissioner's "Instructions":

Let $\neq$ = an inequality which approaches equality;

V = observed vertical angle; in altitude observations on the sun, the mean observed vertical angle to the sun's center.

h = true vertical angle to the sun's center, or to Polaris, in altitude observations, after correction for refraction: $h = V$ — refraction in zenith distance. In altitude observations on the sun, a refinement is had by adding the value of the sun's parallax $= 8.9'' \cos V$, opposite in effect to refraction.

ζ = true zenith distance of the sun's center $= 90^\circ - h$.

ϕ = latitude of the station of observation.

λ = longitude of the station.

δ = declination of the sun or Polaris.

Latitude.—A definite knowledge of the true latitude is very important in the use of solar instruments. No lack of reasonable precision is allowed in an accepted latitude and for this reason a considerable series of latitude determinations is taken on every large work, which, on comparison, will produce a satisfactory mean. Altitude observations of Polaris at the upper or lower culmination and meridian altitude observations of the sun for latitude are the methods used. The latter is used most extensively, a series of observations being taken on successive days. It is easily executed and appears as follows: Level the transit with the telescope in the meridian elevated to the sun's approximate altitude at noon; observe the altitude of the sun's lower limb with the sun slightly east of the meridian; reverse the transit; observe the altitude of the sun's upper limb with the sun slightly west of the meridian; and take the mean observed vertical angle for the altitude of the sun's center at apparent noon.

* "Advance Sheets of a Revision of the Manual of Instructions for the Survey of Public Lands of the United States", 1919, p. 65.

The field record is as follows:* October 5th, 1909, in approximate latitude 37° 20′ N.; longitude 102° 04′ W.:

$$
\begin{array}{lrl}
\text{Setting:} & & 90^\circ\ 00' \\
 & \phi \neq (-) & 37^\circ\ 20'\ \text{N.} \\
 & \delta \neq (-) & 4^\circ\ 42'\ \text{S.} \\
\hline
 & V \neq & 47^\circ\ 58' \\
\text{Lower limb} \ldots\ldots & & 47^\circ\ 42' \\
\text{Upper limb} \ldots\ldots & & 48^\circ\ 14'
\end{array}
$$

$$
\begin{array}{lrl}
{}^\circ\!+ \text{ Observed altitude, lower limb, direct} & = & 47^\circ\ 43'\ 00'' \\
+_\circ \text{ Observed altitude, upper limb, reversed} & = & 48^\circ\ 16'\ 30'' \\
\hline
\text{Mean observed altitude,} \qquad V & = & 47^\circ\ 59'\ 45'' \\
\text{Refraction} & - & 0'\ 52'' \\
\text{Parallax} & + & 0'\ 06'' \\
\hline
h & = & 47^\circ\ 58'\ 59'' \\
\delta & = & 4^\circ\ 41'\ 42''\ \text{S.} \\
\phi = 37^\circ\ 19.3'\ \text{N.} = 90^\circ - \delta - h & = & 37^\circ\ 19'\ 19'' \\
\hline
 & & 90^\circ\ 00'\ 00''
\end{array}
$$

Meridian observations of the sun for time and latitude are conveniently combined, by observing simultaneously the sun's lower and west limbs, recording the watch time and the vertical angle, and reversing the transit in the interval of about 2 min., and then observing simultaneously the sun's upper and east limbs. Settings for approximate altitudes of the sun's lower and upper limbs are, respectively:

$$V \neq 90^\circ - \phi \pm \delta \mp 16'$$

Azimuth.—There are a variety of methods and number of heavenly bodies from which to select for determinations of azimuth. A solar transit properly adjusted to the true meridian will serve best on line work in timbered country. In open country, however, it will often be found practicable to carry forward a transit line, always referred to the true meridian by deflection angles. The writer has frequently completed the resurvey of entire townships by deflecting the necessary angles from an initially determined stellar meridian, and when checking the last line run, against the true meridian, has intersected a spade handle set as a reference point. This may readily be accomplished by the careful handling of an instrument which is kept in perfect adjustment.

Methods of observation on Polaris and on the sun are unquestionably the most desirable for determinations of azimuth for the use of the cadastral engineer. Observations on Polaris at its eastern or western elongation, at any hour-angle, most conveniently taken at sunset or sunrise, and direct altitude observations and equal altitude observations of the sun are among those used. The latter method, however, has little adaptability to line work, but by virtue of the need only of approximations of time and latitude, the method possesses a certain usefulness in camp.

* "Advance Sheets of a Revision of the Manual of Instructions for the Survey of the Public Lands of the United States", 1919, p. 67.

By far the most convenient and accurate azimuth determination is by observation of Polaris at any hour-angle, preferably during the daylight hours, thereby eliminating the necessity for artificial illumination and the personal equations of various assistants. However, with the direct rays of the sun above the horizon at sunset or sunrise, a close approximation of the position of Polaris is necessary before it may be found. The hour-angle, t, and azimuth, A, are ascertained in order to locate Polaris in azimuth. Its position in altitude is determined by the following approximation,* the positive sign being used for hour-angles of less than 6 hours and the negative sign for hour-angles exceeding 6 hours:

$$V \neq \text{Latitude} \pm (\text{Polaris distance of star} \times \cos t) \neq \phi \pm 70' \cos t.$$

A computation* of the position of Polaris at sunset, May 6th, 1911, at a station in latitude 47° 20′ N., and longitude 102° 40′ W., appears somewhat as follows: The declination of the sun is found from the Ephemeris† to be 16° 18′ N., and the apparent time of sunset is found to be 7 hours 15 min., P. M., by reference to the Standard Field Tables.‡ Then the

			h. m.
Assumed time of observation, May 6th, 1911		=	7 15 P. M.
	h. m.		
Gr. U. C. of Polaris, May 6th =	10 33.5 A. M.	+	12
Reduced to Long. 102° 40′ W.	— 1.1	=	10 32.4 A. M.
Assumed hour-angle of Polaris west of the meridian..		=	8 42 6
Hour-angle, angular measure..................		=	130° 39′
Azimuth of Polaris, ≠ sin	130° 39′		
× (azimuth at W. E.)		≠	1° 17′ W.
Latitude of station =	47° 20′		
70′ cos t = 70 cos 130° 39′ =	46 (—)		
$V \neq$	46° 34′		

In order to find Polaris an approximate meridian must be available as a reference from which to set off a horizontal angle of 1°17′ W., and a vertical angle of 46°34′.

In the twilight hours, after the passing of the direct rays of the sun below the horizon, only a rough approximation of the position of Polaris is necessary in order that it may be found, and there still remains enough daylight for clear identification of the reference mark and reading of the verniers. The writer has often determined the necessary co-ordinates of position roughly from a glance at a Hammet's planisphere set in position for the time and date. Although this method may not at first bring Polaris within the field of the telescope, by small quick movements of the telescope in departure or in latitude, the flicker of the star's light across the field will indicate its presence where a steady, direct sight will not. Especially is this the case when the pre-deter-

* "Advance Sheets of a Revision of the Manual of Instructions for the Survey of the Public Lands of the United States", 1919, p. 100.

† "Ephemeris of the Sun and Polaris, and Tables of Azimuths and Altitudes of Polaris", Commr. of General Land Office, pub. annually since 1910.

‡ "Tables and Formulas for the Use of U. S. Surveyors and Engineers on Public Land Surveys," ed. 2, Commr. of General Land Office, 1913.

mined sidereal focus of the telescope is found not to be true for use on the star. In this observation, a distant object is greatly to be preferred as a reference mark for reading horizontal angles, in order that this focus, when corrected for the star, will not have to be changed when sighting on the mark.

With a number of equations at the disposal of the engineer to suit his convenience, a very efficient alternative for azimuth observations on Polaris is found in direct altitude observations on the sun. These observations are useful in that they can be taken on the line of survey during the day and used for the required tests of the solar attachment, which during appropriate hours for solar work is expected always to come within 1′30″ of the true meridian, before approval.

Under working conditions any line determined with the solar attachment may be used for reference purposes from which to obtain the necessary data for computing the true bearing thereof. In order to guard against error, a series of three altitude observations on the sun, each with the telescope in direct and reversed positions are required. These are readily obtained in 10 or 12 min., while the reductions may be made in the evening. When using this method of observations a full vertical circle, a colored glass shade in the dust shutter of the eyepiece, and a prismatic eyepiece are essential to rapidity of performance and accurate results. The standard improved instrument adopted for use on official surveys has this equipment.

The essential features of this observation consist in the simultaneous determination of the true vertical and horizontal angles to the sun's center. The relation between the calculated azimuth of the sun and the recorded angle to the sun's center gives the true bearing of the fixed reference line. Any one of the following equations* may be entered, and the azimuth of the sun's center as referred to the true meridian at the epoch of observation, may be calculated:

$$\tan \frac{1}{2} A = \sqrt{\frac{\cos \frac{1}{2} (\zeta + \phi + \delta) \sin \frac{1}{2} (\zeta + \phi - \delta)}{\cos \frac{1}{2} (\zeta - \phi - \delta) \sin \frac{1}{2} (\zeta - \phi + \delta)}} \quad \ldots\ldots (1)$$

$$\cos \frac{1}{2} A = \sqrt{\frac{\sin S \sin (S - \text{co-declination})}{\sin \text{co-latitude} \sin \text{co-altitude}}} \quad \ldots\ldots (2)$$

in which the "pole-zenith-sun" triangle is expressed as follows:

Pole to zenith $= 90° - \phi =$ co-latitude;
Pole to sun $= 90° - \delta =$ co-declination;
Zenith to sun $= 90° - h =$ co-altitude;
$S =$ one-half the sum of the three sides.

$$\cos A = \frac{\sin \delta}{\cos \phi \cos h} - \tan \phi \tan h \quad \ldots\ldots (3)$$

In case it is desired to obtain both time and azimuth, Equation (1) will be preferred. For a determination of azimuth only Equation (3) will be found to

* "Advance Sheets of a Revision of the Manual of Instructions for the Survey of the Public Lands of the United States", 1919, p. 104.

be the most convenient on account of the comparative ease of its reduction. An example of direct altitude observation for azimuth on the sun, north declination, using Equation (3) will be given. For a south declination, the function, "sin δ", would become negative by virtue of the sine of a negative angle being treated as negative in analytical reductions; should the algebraic sign of the result be positive, the azimuth, A, is referred to the north point; if negative, A is referred to the south point.

Table 1 gives a series of three direct altitude observations on the sun for azimuth. These observations were taken on August 2d, 1909, at the corner of Ts. 31 and 32 S., R. 43 and 44 W., 6th Prin. Mer., Colorado, in latitude 37° 15′ 05″ N.; longitude 102° 18′ 06″ N., at 7.30 A. M. apparent time. From a meridian determined with the solar attachment, an angle of 90° was turned to the east. On this line, a flag was set about 20 chains distant, from which as a reference point these observations were taken.

TABLE 1.—ALTITUDE OBSERVATIONS OF THE SUN FOR AZIMUTH.

Series of Three Observations.	Telescope.	Sun.	Watch Time.	Vertical Angle.	Horizontal Angle from Flag to Sun.
1st.	Direct	◦+	7 h. 36 m. 54 s.	30° 05	0° 08′ 30″ to N
"	Reversed	+◦	7 38 15	29 48	0 33 00 " "
	Mean			29° 56′ 30″	0° 20′ 45″ to N
2d.	Direct	◦+	7 h. 41 m. 20 s.	30° 58′ 00″	0° 32′ 00″ to S
"	Reversed	+◦	7 43 00	30 46 30	0 12 30 " "
	Mean			30° 52′ 15″	0° 22′ 15″ to S
3d	Direct	◦+	7 h. 52 m. 00 s.	33° 05′ 00″	2° 11′ 00″ to S
"	Reversed	+◦	7 53 48	32 53 30	1 50 00 " "
	Mean			32° 59′ 15″	2° 00′ 30″ to S

Reduce the mean observed vertical angle to the sun's center for each observation, to the true vertical angle, thus:

	1st Obsn.	2d Obsn.	3d Obsn.
V =	29° 56′ 30″	30° 52′ 15″	32° 59′ 15″
Refraction =	—1′ 40″	—1′ 36″	—1′ 28″
Parallax =	+ 8″	+ 8″	+ 8″
h =	29° 54′ 58″	30° 50′ 47″	32° 57′ 55″

Thence, reducing the first observation of the series for azimuth by Equation (3),

$$\cos A = \frac{\sin \delta}{\cos \phi \cos h} - \tan \phi \tan h.$$

The sun's declination for the mean period of three observations equals 17° 51′ 04″ N.

$$\begin{array}{lll}
\log\cos\phi = 9.900674 & \log\sin\delta = 9.486493\ (+) & \log\tan\phi = 9.881708 \\
\log\cos h = 9.937897 & & \log\tan h = 9.759970 \\
\overline{\quad 9.838571} & \quad 9.838571 & \log \quad = 9.641678 \\
 & \log \quad \overline{9.647922} & \text{nat}\ (-) = 0.43821 \\
 & \text{nat}\ (+)\ 0.44455 & \\
 & (-)\ 0.43821 & \\
 & \cos A = (+)\ \overline{0.00634} &
\end{array}$$

A = true bearing of sun = N. 89° 38′ 12″ E.
Angle from sun to flag = (+) 0° 20′ 45″

True bearing of flag = N. 89° 58′ 57″ E.

A similar reduction may be made of the second and third observations, for the true bearing of the sun, from which :

By first observation, flag bears N. 89° 58′ 57″ E.
By second observation, flag bears N. 89° 58′ 26″ E.
By third observation, flag bears N. 89° 58′ 38″ E.

Mean true bearing of flag N. 89° 58′ 40″ E.

Hence, the indicated error of the solar attachment is 1′ 20″

At any place in the field however remote, the cadastral engineer of the present day is seldom without the means by which to determine true values of time, latitude, and azimuth which are necessary to a correct return of his survey, nor does he often fail to surround his methods with adequate verification in order to insure their required accuracy.

IDENTIFICATION AND RESTORATION OF CORNERS.

Permanency of Construction.

The boundary lines of the original survey must be retraced and the true bearings and distances between identified original monuments determined before the limits of the areas covered by existing entries and patents may be identified and the computation of the remaining subdivisions of public lands may proceed. Lost or obliterated corners are restored to their true original positions by a proper reference to the original field note record, influenced in some cases by competent collateral evidences which, before acceptance, however, must be justified in the light of the same record. Monuments restored in this manner, or those identified and reconstructed in place, no longer, as in former days, depend for permanency on shallow pits and mounds of earth with the mythical "charcoal deposit" or, in timbered and rocky regions, on small marked stones of indifferent composition and short-lived bearing trees.

When the true boundary is identified in a resurvey, after many retracements and much investigation, it is now possible to monument the corner permanently by virtue of the Act of Congress approved May 27th, 1908 (35 Stat., 347), and later Acts amplifying this authority. For this a concrete-filled, 3-ft., iron corner post is used. It may be 1, 2, or 3 in. in diameter, and is set in

the ground with the fill tamped in over a broad flange at the bottom. If the soil is sandy and loose, the flange of the post is set in a concrete base. This post is then witnessed by the best of available accessories, such as marked bearing trees, pits, or mounds of stone. The corner position is carefully re-monumented without destroying the physical evidence which served to identify its original position, the utmost regard being shown for all such evidences of original location. A complete record is kept of the description of the original marks as identified and all the resurvey additions thereto. The brass caps of the iron corner posts are, at the time used, suitably and plainly marked with steel dies, capital letters and Arabic figures being used. Fig. 5 shows a sample marking of brass caps. As an additional safeguard to insure the permanency of these monuments Congress, by an Act approved March 4th, 1909 (35 Stat., 1088, Sec. 57), has provided a fine and imprisonment for those who wilfully destroy them or effect their removal.

Recognition of Physical Evidence.

The Courts attach major importance to authentic evidence relating to the original position of an official corner monument, such evidence being given far greater weight than the technical record relating to bearings and lengths of lines. The legal signficance of original monuments makes it mandatory on the engineer to exercise the greatest diligence to find and restore each corner in its true original position. On the treeless prairies of the central Western States where original corners were generally constructed of wooden posts or small stakes with pits and mounds, the writer has identified and reconstructed hundreds of such monuments long obliterated and considered lost, by the ordinarily simple, but sometimes very expert, process of removing the top sod or soil with a sharpened spade and revealing the distinct outlines of the original pit beneath, in the exact form as left by the builder years before. The original pit has gradually filled with blowings and wash of a distinctly different nature from the homogeneous soil on all its sides. During many years of experience in this work, the writer has recovered indisputable outlines of such original pits under all conditions and kinds of soil—in roadways, on steep slopes, and on lands subject to overflow—and he has no hesitation in stating that when once dug if any part of the original sides of the pit still remains, the fill in the center can be identified with certainty by this method.

In timbered regions where Nature has healed the wounds made by the scribing tool of the original surveyor on the tree corner, or the "bearing" trees used as accessories to the corner, the expert will readily identify the new growth over the old blaze. A sharp axe applied above and below the growth will remove it in one piece, thereby uncovering the marks originally made on the tree itself and also those transferred to the piece removed, where they will appear raised in relief. Furthermore, removal of such growths from the old "line" trees and others of those which may mark the section line, will often reveal the old axe marks. This evidence when corroborated by a correct "ring count" in the growth itself will provide silent but convincing testimony

FIG. 5.—SAMPLE MARKINGS OF BRASS CAPS.

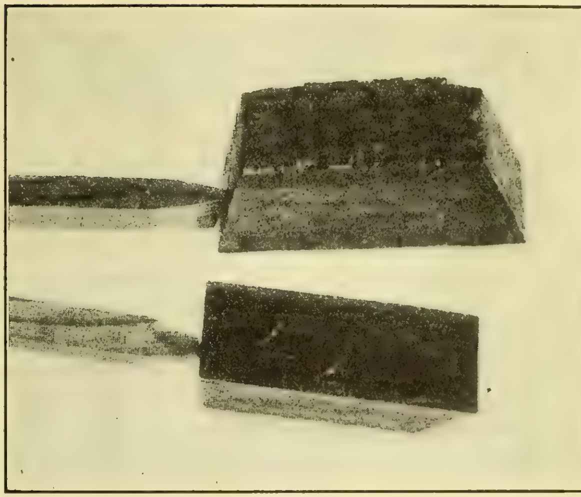


FIG. 6.—OVERGROWTH TAKEN FROM WHITE FIR TREE CORNER ON OREGON-CALIFORNIA STATE BOUNDARY.

FIG. 7.—OVERGROWTH TAKEN FROM CYPRESS BEARING TREE IN FLORIDA.

as to the position of the original line even when the corner monuments themselves cannot be found. Illustrations of such growths, which were removed by the previously described method from the original blazes and on which the original marks appear in relief will be found in Figs. 6 and 7. Fig. 6 shows a chip from a white fir tree which in the original survey of the boundary line between the States of Oregon and California was marked and described by Deputy Surveyor Major in 1868, for the 147th-mile corner. This fir tree was readily identified 47 years later—in 1915—by cadastral engineers in a resurvey of this line. The growths over the original blazes were removed and the tree was found to be correctly marked as follows: 147 M on the east; O on the north; C on the south; and 42 L on the west faces of the tree.

The chip shown in Fig. 6 is from the west face of this tree. It plainly shows the original marks, "42L", in relief, and is made up of forty-seven growth rings corresponding to the interval in years which had elapsed since the date of the original survey. In Fig. 7 will be seen a part of the growth removed from over the original marks on a cypress-bearing tree at a meander corner on the line between Sections 32 and 33, T. 41 S., R. 37 E., Tallahassee Meridian, Florida. Originally, the thickness was a few inches greater than that shown in the photograph, the outside portion having been lost in the removal. The marks which plainly show in relief, were made on the tree in 1855, and the chip was removed by cadastral engineers in 1919. The "ring count" on the adjacent growth was "sixty-five", which was the correct time interval in years.

An interesting example of a restoration involving the identification of original bearing and line trees and the proper application of proportional measurement occurred in 1913 in the oil district of Louisiana in the determination of the section and subdivision of section lines of Section 3, T. 20 N., R. 16 W., L. M. The methods used were thoroughly tested in the trial of a boundary suit where a difference of 1.7 ft. involved a property value exceeding $800 000. Many days were required in the trial to hear the technical evidence alone. The following extract from the decision of the Supreme Court of Louisiana (No. 22 485, February 25th, 1918), is illustrative of the severe requirements of such restorations:

"Among the several surveys made, one stands out as most worthy of consideration by the Court. It was not made on behalf of any of the parties interested in this litigation, but it was ordered by the United States Government and it was executed under instructions from the General Land Office, whose stamp of approval has been placed upon it. Under these circumstances, the recognized ability and competency of the engineer, the total absence of any possible bias on his part, the great care he exercised in the performance of his work, the most modern and scientific methods adopted by him and the further fact that the result of his work bears the approval of the General Land Office, are, in our opinion, sufficient to establish a preponderance of evidence in favor of plaintiffs and to justify a decree based upon his findings under the law applicable in the case."

Methods of Restoration.

The original corners restored in a resurvey may be divided into two general classes: (*A*) those identified and reconstructed in place; and (*B*) those

restored by a mathematical or ethical procedure. Further defined, they will appear as follows:

(*A*).—A corner is identified and may be reconstructed in place:

1.—When the physical monument itself or any of its accessories are found and identified in their original positions.

2.—When the physical witness corner or any of its accessories are identified in position, from which the true point for corner is determined.

3.—When, although no physical trace of the monument or accessories remains, its original position has been perpetuated with certainty by settlers.

Referring to Paragraph 2, it naturally follows that, as the true point for the corner was not originally monumented, it is only necessary in such a case to identify the original witness monument in its original position and then proceed to the true corner point in accordance with the original record.

Identification under Paragraph 3 includes those instances where the original corner was at one time found and its true position perpetuated by some permanent mark of local origin, after which the physical evidences of the official monument were destroyed, and only for the permanent mark, the original position would have been lost.

(*B*).—A corner is identified and may be restored to place:

1.—When an appropriate reference is made to the original record, from which is established a definite relative position with respect to other adjacent and existing competent points of control, as follows: (*a*) other existing public land corners; or (*b*) corners of other systems of surveys or unchanged and definite original points of topography.

2.—When a position has been recognized for years as the location of the corner by all who reside in the vicinity, and has been agreed on and perpetuated as such by the several parties in interest; such point, however, must hold an acceptable relative position when compared with those original official monuments within the field of influence of which the point is found to be situated.

The method of Paragraph 2 under Heading, (*B*), does not imply necessarily that such position has any direct relation whatever to the true position of the corresponding original monument itself. Unusual cases will also arise where the nearest existing original corners are so far distant (all intervening monuments having been lost) as to lose in some measure their influence and value as factors of control. In this event, other competent collateral evidence will correspondingly increase in relative value for the identification of an acceptable position for the corner.

A choice must always be made between the several methods of restoration. The appropriate method will depend, of course, on local conditions existing in the particular case under consideration, selected so as to afford an equal protection for all the interests involved. To accomplish this result it does not always follow that the most probable position of the lost original monument

will be the one accepted when a proper consideration and combination of all available evidence is made. When the physical corner itself has once been destroyed and the original position lost, any method selected by which to restore it to its most probable position will not do so with certainty. It is better at once to adopt the position with respect to the nearest existing corners which has the greatest possible concordance with the original record, as all disposals of public lands are made in accordance with the original plat representing such record, both as to the position and extent of land intended to be conveyed. This is exemplified in the method ordinarily proper for the restoration of closing corners in cases where the closing line defines the boundaries of alienated lands. In such cases, the identification may be made by means of a proportional measurement based on the plat distances to the right and left of the closing corner, measured along the line closed on, rather than on the single-record connecting tie of the original surveyor alone; also, the same reasoning applies in the identification of those lost corners immediately preceding on the closing line, namely, the lost corners on a range line closing on a standard parallel, the identified positions of which ordinarily are based on a proportional measurement extending to the major line closed on (standard parallel), and not to the original closing monument itself, in cases where the monument is known and is off the major line.

Proportional Measurement.

The method given under Heading (*B*), Paragraph 1, is, in general, that method ordinarily referred to as "proportional measurement", by which is meant a measurement having the same ratio to that recorded in the original field notes as the length of the line by re-measurement bears to its length as given in the record. The ideal condition of course would be that in which the corners chosen as a basis for control would occupy in all directions the position they should with respect to each other without any excess or deficiency; however, such is rarely, if ever, the case. The evidences of position offered by these controls are always conflicting to a greater or less extent, but as they are of the same type and as controlling factors vary inversely as the distances involved, these evidences, although conflicting, may be consistently combined and, at the same time, admit of a practical and more or less general application. This has resulted in what is called the single and double proportionate method, on which it has been found, dependence must be placed in the execution of resurveys for the major number of restorations, and with respect to which the only general rule of procedure has been formulated.

An exception is made, however, to any such general rule of proportion in those cases where, on account of the existence of gross error and irrelation in the evidences of the original survey, or, in the presence of extensive obliteration, only one or only two of the nearest existing original corners have been used by entrymen for the control of locations where more controlling points should technically have been considered. The location of such a claim, so determined and perpetuated by improvements, will often differ materially from that determined by a proper consideration of all the existing corners, that is,

two or four. In such cases, it cannot generally be charged that a lack of good faith has been shown, and those acceptable positions for the lost corners as fixed by evidences of occupation are then adopted for the identification of the tract and possibly for other tracts which may be in harmony therewith. In these cases of irrelation natural conflicts will often be found to exist and must be recognized and identified on the ground by the engineer for adjudication by the proper Court. These locations are best identified in the form of tract segregations by metes and bounds in "independent" resurveys, further consideration of which will follow.

Theory of Non-Concurrent Parallel Forces.

On all lines of the same class in any survey, each call of the original record should bear, theoretically, its proportion of responsibility for discrepancies found to exist between evidences of such survey on the ground and the record thereof, and the errors should vary directly as the distance, along any line of such survey, of an identified control away from the locus of the lost corner. For example, if five or more monuments had been established originally, one of which is assumed to be lost, its restoration might be based on a consideration of as many temporary points as there are existing monuments, each temporary point to be assigned its proper value or weight, and to be located by proceeding on the record course and distance from one of the existing monuments. The temporary points thus determined might then be treated as a system of non-concurrent parallel forces acting normal to a horizontal plane, the position of the resultant of which is sought for the position of the lost corner. The restoration would be accomplished by assigning to each temporary point a value inversely proportional to its distance from the initial existing monument at the other end of the random line. Obviously, this academic reasoning could be applied in any practical restoration of public land corners only as between the nearest identified corners in any direction, in order to avoid a needless multiplicity of temporary points. If it could not be assumed that those corners which are situated outside of a certain restricted field of influence, are at so great a distance away as to have little or no effect, it at once becomes evident that a strict adherence to the foregoing principles would have no value for a practical application.

Fig. 8 illustrates the theory of non-concurrent parallel forces, as applied from a four-point control, for example:

Let A, B, C, and D represent four identified bearing trees witnessing the position of a corner of the original survey; also, let a, b, c, and d, represent four corresponding temporary points for the restored corner, the positions of which are determined by the courses and lengths given in the original record as run from the identified original bearing trees, A, B, C, and D.

Since C and D are distant from c and d only one-half the distances of A and B from a and b, the temporary points c and d will be assigned a measure of influence (or weight) twice that of a and b.

Therefore, with a and b each valued as 1, c and d will each be rated as 2. As the values of c and d are equal, which is also true of a and b, the combined influence of each pair may be represented, as to c and d by

a temporary point, e, mid-distant on line cd, with a weight of 4, namely ($e = c + d = 2 + 2 = 4$), and as to a and b by a point, f, mid-distant on line ab, with a weight of 2, namely ($f = a + b = 1 + 1 = 2$). Thence, the true point for the restored corner which results, with due regard for the influence of each bearing tree, will lie on a line connecting e and f, a distance from f to e equal to two-thirds of the total, namely $\left(\frac{4}{2+4} = \frac{2}{3}\right)$.

The resultant point on the line, ef, will be removed therefore from e or f distances which assume an inverse ratio to the respective weights assigned thereto. Any combination of the points, a, b, c, and d, with properly assigned weights, will give the same resultant position for the true corner.

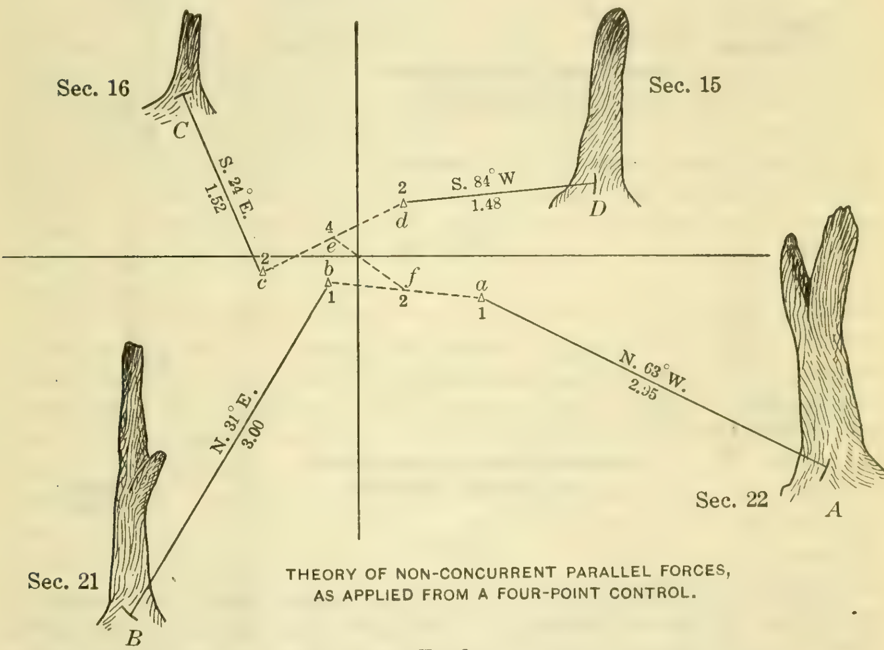


FIG. 8.

Application of Theory to Broken Boundaries.—The restoration on the ground of any angle-point of a meander line, between the two nearest meander corners, would appear in the execution somewhat as shown in Fig. 9.

Let A and B represent, respectively, a re-established and a reconstructed original meander corner on the east and west boundaries of Section 28. The numbered lines, 1, 2, 3, and 4, and 6 and 5 represent consecutive meanders run out from B and A, respectively, on the record course and distance, to arrive at the temporary points, b and a. Then, the restored position for the desired angle-point will be on the line, ab, a distance from b represented by the fraction,

$$\frac{1 + 2 + 3 + 4}{1 + 2 + 3 + 4 + 5 + 6}$$

in which the numerals represent the record lengths only of the correspondingly numbered meander lines.

Similarly, all the angle-points of such a line may be reproduced on the ground by running out the complete record from either *B* or *A*, as shown graphically in Fig. 10.

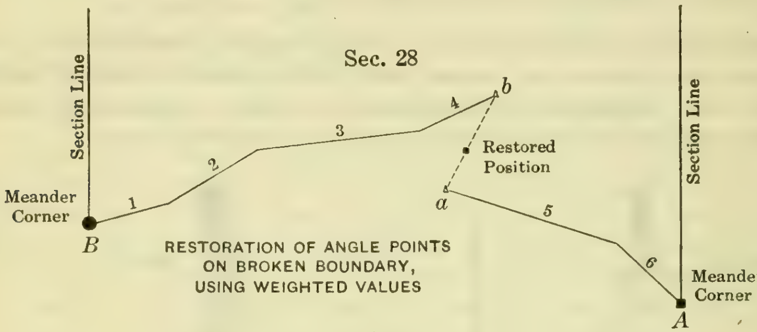


FIG. 9.

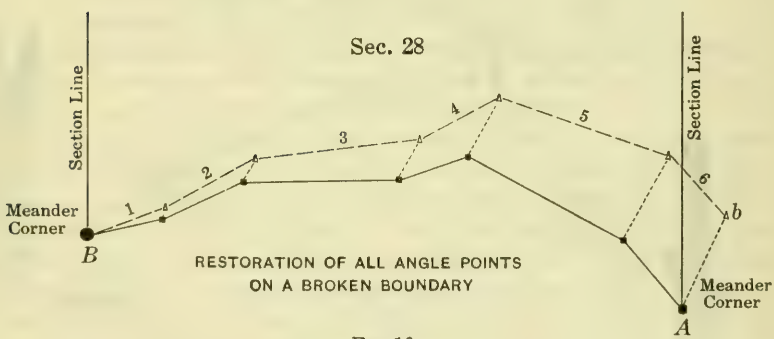


FIG. 10.

In Fig. 10, the closing error, *Ab*, is by construction equal to the length, *ab*, in Fig. 9. To effect a restoration of the entire meander line in Fig. 10, lay off from each temporary angle-point in the direction and on a line parallel to *Ab*, a distance which will be a proportional amount of the length of the closing error. This distance will be that one which is to the whole length of the error (*Ab*) as the distance of the particular temporary point from the initial point (*B*) is to the whole length of the meander line (from *B* to *b*). If one or both of the meander corners on the section lines are lost, they are first restored, before proceeding with the reproduction of the meander line.

Lost corners originally established in metes and bounds surveys, and all other irregular surveys not of the regular rectangular system, broken controlling boundaries, and the angle-points of a meander line, are restored and reproduced on the ground according to the principles as described. A valuable discussion* by Leonard S. Smith, M. Am. Soc. C. E., of a similar method of restoration of a broken boundary in which the problem was the retracement

* *Transactions*, Am. Soc. C. E., Vol. LXXV (1912), p. 429.

of an old road, will be found to be of great interest to those in contact with this subject. In this case, the "twist" or error in azimuth of the original surveyor's meridian was computed and also the ratio of the lengths of the original and the resurvey chains.

Oklahoma-Texas Boundary Controversy.—A very important boundary dispute of related interest, now in litigation, and one in which the U. S. Cadastral Engineering Service is making extensive cadastral and topographic surveys for the preparation of the necessary maps, is that which involves the determination of the true location of the boundary line between the States of Texas and Oklahoma along the Red River. The discovery of oil within the river flood plane has precipitated a complex dispute as to the ownership of the river bed. The State of Oklahoma in the October Term, 1919, filed a suit in equity, Original No. 27, in the Supreme Court of the United States *versus* the State of Texas, Defendant. The question at issue involves the construction of the Treaty of 1819, between the United States and Spain, as to whether the specifications of the treaty refer to the south bank of the Red River or the middle thread of the main channel—the treaty, of course, referring only to the river in the position it occupied in 1819. In the determination of this position, the comparatively new science of Ecology* will have an important bearing, as well as geological and topographical considerations. Riparian rights such as are appropriate in case of accretion or avulsion might then be applied.

In March, 1920, the U. S. Department of Justice filed a motion to intervene in the suit, in order to conserve the rights of the United States to possible public domain and to protect the rights of the Indian wards of the Government within the river basin. The Supreme Court, in April, 1920, granted this motion, enjoined the State of Texas from selling any purported rights covering any lands or parts of the river bed lying north of the line of the south bank as it existed in 1819, and appointed a receiver to take over the operation of the oil field in certain ranges and between the south bank and middle thread of the main channel of the river. A suit was subsequently filed in the U. S. Federal Court for the Western District of Oklahoma, by the Department of Justice, in behalf of the Indian allottees, in order to protect riparian claims attached to Indian allotments on the north bank and extending to the medial line between the river banks (the present meander lines of the right and left banks), which according to the Indian treaty of 1867, is the line designated as the south boundary of the Kiowa and Comanche Reservations. The District Court has appointed a receiver to take over the operation of the oil field within the riparian claims of the Indians. The receiver for the Supreme Court under a working agreement has control of any areas in conflict between the two receiverships.† Separate consideration will be given in these suits to the questions of fact as to the positions determined for the true boundaries at the definite dates. A reference to Figs. 11 and 12 will give the reader a very good idea of the appearance

* Plant Oecology: the Adaptation of Plants to Life Under Particular Environing Conditions; one of the chief exponents of the science in the United States is Dr. Henry C. Cowles of the University of Chicago.

† Report of the Commr. of the General Land Office to the Secretary of the Interior, June 30th, 1920, pp. 33–34.

of the oil field under the receivership. Fig. 11 is a view of the Red River, south of T. 5 S., R. 14 W., I. M., Oklahoma, looking north from the Texas side. The irregular full line indicates the possible position of the 1819 river bank, and the dashed line shows the southern limit of the area under the Supreme Court Receivership. Fig. 12 is a view of the Red River, south of T. 5 S., R. 14 W., I. M., Oklahoma, looking northeast from the Texas side. The full line indicates the possible position of the 1819 river bank. The dashed line shows the southern limit of the area under the Supreme Court Receivership. The bed and flood-plain of the river are located over an oil "dome" or pool, and nearly every well has been a producer and property values exceeding \$100 000 000 are involved in this boundary litigation. The photographs were taken during 1920.

Erroneous and Fraudulent Meander Lines.—Meander lines as shown on approved plats are sometimes erroneous or fraudulent. In these cases the lines as recorded do not and never did conform even approximately to the mean high-water elevation of the actual body of water, and, thus becoming fixed boundaries, they sometimes omit large areas of public land from the original surveys. The location of a true mean high-water mark as of an early date, for critical comparison with the restored record position of the original meander line, overlaps somewhat into the realms of geology and ecology. These questions while involving the tracing of old escarpments in the soil and investigations into the age and growth of trees, are not overlooked by the cadastral engineer.

In the practical application of the foregoing mathematical method of restoration, which contemplates the use of both lengths and courses of original lines and utilizes weighted values, to the cardinal lines of the rectangular system of original surveys, the necessary introduction of three or four temporary points, on which to base a final determination of a restored position, complicates the computations and the record of the field operations to such an extent that the small advantage which the method possesses as to exactitude ordinarily does not justify its use in preference to the more adaptable and less complicated single and double proportionate methods of restoration. Except in cases where excessive distortion is developed, all restorations along the lines of the rectangular system will yield readily and logically to the principles involved in the latter methods. Although both the "weighted value" and the "double proportionate" methods depend on the same general underlying principles, the latter, although less theoretical, will produce results equally as good and is more practical of application than the former method, and has been adopted for official use.

Single and Double Proportionate Methods.

The single and double proportionate methods of restoration are based on a consideration of the record distances only, the record courses in all cases being ignored, the measured distance between the two nearest existing corners being divided into distances proportional to those given in the record between the same corners. A necessary advantage of this method over that of the "weighted values" is that the restoration of one lost corner may be based on

FIG. 11.—RED RIVER, LOOKING NORTH FROM TEXAS SIDE. IRREGULAR FULL LINE INDICATES POSSIBLE POSITION 1819 RIVER BANK. DASHED LINE SHOWS SOUTHERN LIMIT OF AREA UNDER SUPREME COURT RECEIVERSHIP.

FIG. 12.—RED RIVER, LOOKING NORTHEAST FROM TEXAS SIDE. FULL LINE INDICATES POSSIBLE POSITION 1819 RIVER BANK. DASHED LINE SHOWS SOUTHERN LIMIT AREA UNDER SUPREME COURT RECEIVERSHIP.

the restored position of any other lost corner without producing the incongruities which will develop occasionally in using the method by "weighted values".

In explanation of the "double proportionate" method as now adopted for official use, assume that the problem is the restoration, from a four-point original control, of a lost section corner on the rectangular subdivisional lines of a township survey. A retracement is first made on the meridional line connecting two of the original corners, on which line a temporary stake is set at the proper proportionate distance, based on the original record. This point will determine the latitude of the lost corner. Next, the two original corners remaining are connected by a latitudinal retracement and a corresponding temporary stake set thereon, determined by proportionate measurement in a similar manner. The second point determines the position of the lost corner in departure. The intersection of two cardinal offset lines run from these two temporary stakes, north, south, east, or west, as relative situations may determine, will then define the restored position of the lost corner. The obliquity of the section lines in their restored positions, such as occasionally results, suggested some years ago the application of a slightly different method of proportionment based on those field distances which are measured along the hypotenuses of the several right-angled triangles created instead of along the long legs. This method when utilized provides an interesting and intricate mathematical study and, in the past, has required of the writer many days of harrowing field computations for its application. However, the impracticability of this method for general use is now admitted, inasmuch as the time-consuming field operations, extra computations, and complications of the record have proven wholly incommensurate with the doubtful degree in equity attained. Restorations are designated as "single proportionate" when made on lines established with reference to a definite alignment in one direction only.

IDENTIFICATION OF ALIENATED LANDS.

General Principles.

The fundamental principles used for the protection of *bona-fide* rights under the law are identical in all types of resurveys. In the case of the identification of the original position of any tract of land to which private rights have attached under the original survey, the identification when completed is regarded as a demonstration on the part of the General Land Office, in the light of the best evidence available, of the original position of those entered or patented subdivisions which are included in the description of the entry or patent, all as referred to the original survey. The cadastral resurvey, as far as private rights are concerned, has no creative function of its own, and it cannot change or supersede a completed function of any monument of the original survey. It must accept, without change, these original evidences of location as they are found to exist. Before a settler who "squats" or establishes residence on unsurveyed land, may make entry in accordance with

the legal subdivisions of an official plat after the land has been surveyed, he is required to adjust his lands to the descriptions and lines of the official survey. The settler who establishes himself on lands already subdivided and platted has the advantage of the "squatter", in that he has the original corners and an original record at his disposal to facilitate the proper location of his lands. Naturally, no less is required of the entryman on surveyed lands, who has monuments and an original record to guide him, than is required of the "squatter" on unsurveyed lands who has none; for the lands of the former are also required to bear an acceptable harmonious relation to authentic evidences of the original survey, in accordance with which his entry was made. For example, if a settler makes entry for lands described in Section 5 and then establishes his residence and erects improvements not on Section 5, but somewhere on Section 7 or Section 17, his location is clearly erroneous under his original description, and, therefore, the description of his lands must be changed if he is to obtain a clear title to those legal subdivisions actually occupied. If a patent has been issued under the erroneous description, a corrected patent may be issued on a proper showing in lieu of the original. This may only be accomplished in accordance with the regulations issued under authority of the legislation providing for amendment of entries (Act of February 24th, 1909, 35 Stat., 645).

Bona-Fide Rights

Thus, the cadastral engineer of the Government draws a clear distinction between the *bona-fide* rights as to location and as to occupation. Only with the former is he directly concerned, for the rights as to occupation are without his province and are entirely within the jurisdiction of the adjudicators of the proper court of law. If an entryman finds that his lands are erroneously located, his relief may be found only in accordance with existing law and not in any particular inspiration of a surveyor. However, in the case of irrelation and obliteration of corners of the original survey, where any one of several possible original positions is acceptable, that acceptable position is used which more nearly than any other covers the lands actually occupied and improved; in other words, the improvements are taken to indicate the particular original corner or corners which are to be used to control the position of the lands. The definition of good faith in location, as furnished the cadastral engineer by the Commissioner of the General Land Office, is necessarily broad, as witness the following:*

"It may be held generally that an entryman has located his lands in good faith * * * when it is evident that his interpretation of the record of the original survey as related to the nearest existing corners at the time the lands were located (as defined by his fencing, culture, or other improvements) is indicative of such a degree of care and diligence upon his part, or that of his surveyor, in the ascertainment of his boundaries, as might be expected in the exercise of ordinary intelligence under existing conditions."

* "Advance Sheets of a Revision of the Manual of Instructions for the Survey of the Public Lands of the United States," Commissioner of General Land Office, June 16th, 1919, p. 278.

In the application of this definition to field conditions, the U. S. Cadastral Engineer has become properly impressed with the purpose of his task and the stability and dignity which is attached to a work so great and important, commensurate with the broad foundation in science and law. The records of a cadastral resurvey must form an enduring basis on which depends the security of the title to all lands acquired thereunder, and the field notes must be prepared so that under the test of the closest possible scrutiny at all times, present and future, the record can be regarded as conclusive in the matter of the proper location of private rights.

General Types of Resurvey

In general, any field condition that may arise will yield properly to the application of either of two recognized methods of executing Government resurveys, namely, the dependent or independent resurvey.

The Dependent Resurvey.—The typical dependent resurvey may be defined as an official re-marking on the ground of all the original section lines in their original positions, in accordance with the best available evidences thereof, in such a manner that all original subdivisional units, as identified, will occupy those positions which result from a proper legal subdivision of the sections thus restored. It is obvious that this type of resurvey is chiefly applicable to those cases showing fairly a concordant relation between conditions on the ground and the record of the original survey, for titles, legal areas, and descriptions are maintained as unchanged. The primary control for such a resurvey is based, first, on identified existing corners of the original survey and other acceptable points of control; and, second, on the restoration of missing corners by proportionate measurement in harmony with the original record.

The Independent Resurvey.—On the other hand in areas where gross error or irrelation is present, as between the existing evidences of the original survey, a zone of uncertainty often exists wherein the strict application of proportional measurement is either impossible or entirely inadequate for the protection of rights acquired in good faith under the law. In such cases, segregation of private land claims by metes and bounds surveys with a suitable tract number, from a one-point control according to the original record, is often necessary, or the conformation of such claims to the lines of an independent resurvey under either the original or new legal subdivisions, as may be appropriate; in either case, however, the claim as identified will occupy an acceptable position when referred to suitable evidences of the original survey. In such cases, there is generally no necessity whatever of applying any original restorative process for the description of the remaining unclaimed public domain, and an independent resurvey is executed in accordance with the cardinal lines of the official rectangular method of subdivision which, as to the vacant public domain, then supersedes the record of the original survey. In this type of resurvey, in cases where original descriptions are changed, the descriptions under the resurvey (tract segregations, or legal sectional subdivisions) and under the original survey of all private claims are appropriately shown, cross-referenced in an index table on the plat, and, in all

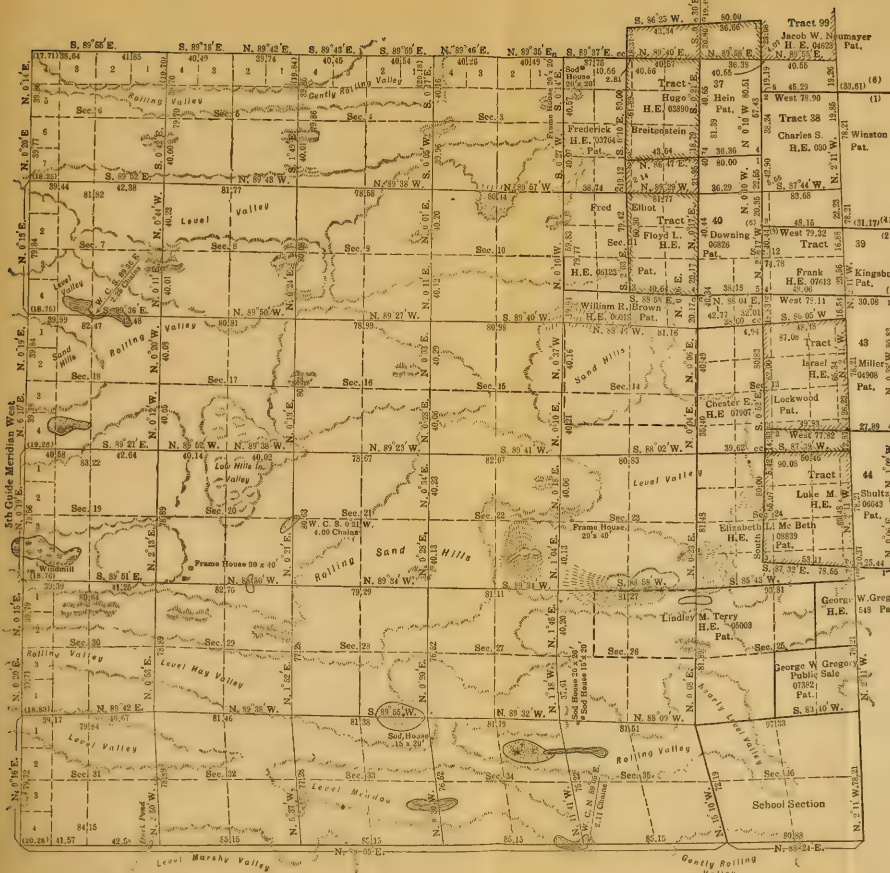
cases, existing private claims are blocked out in place and designated on the plat for further identification.

With respect to the protection of *bona-fide* rights, the basic principle is identical in either the dependent or independent type. In the former, all the lands patented and entered are identified theoretically by the legal subdivisions of the exhibited sections; in the latter, the identification is accomplished either by tract segregations or by conformations of the private claims to the sectional subdivisions, under either the old or new descriptions.

On Plate VI is shown the resurvey of T. 27 N., R. 40 W., 6th P. M., Nebraska, which embraces boundary lines exemplifying both the dependent and independent types of resurvey, the limiting boundary between the two being along the original eastern boundaries of Sections 3, 10, 14, 23, 26, and 35, and the northern boundary of Section 14. The sectional lines in the dependent portion are covered by a resurvey, as shown on the plat approved October 4th, 1883, in their original positions according to the best available evidence of the positions of the original corners; all differences between the measurements shown on the original plat and those derived in the retracements have been distributed proportionately between accepted corners in accordance with surveying rules. The sectional lines shown in the independent part are not established on cardinal courses with regular corner spacing as is usually the case when this method is utilized, for by reason of a condition peculiar to this locality they were retained as delineated in the field, on a basis of proportional measurement against the "limiting" boundary. The plat does furnish, however, a normal example of the conformation of several entries to the lines of the resurvey under their original descriptions, and also exhibits various metes and bounds surveys which have been executed by the use of a one or two-point control. In Table 2 will be found the necessary information as to the segregated tracts, and in Table 3 areas of the various conflicts and exclusions are given. The method shown of treating the areas in conflict provides a comprehensive basis for subsequent adjudication of the private rights involved, whether to all or any part of the lands in controversy. In the particular locality under discussion, settlement of the litigation resulting from the strife of the several boundary disputes was suspended by the local Court until the plats of the resurvey became available.

TABLE 2.—PLAT OF RESURVEY IN NEBRASKA, SEGREGATED TRACTS.

Resurvey.	Kind.	Entry.	Entryman.	Description under Original Survey.	Sec.	T. N.	R. W.	Status.
Tract 99...	H. E.	04623	Jacob W. Neumayer	S½, Sec. 31, T 28 N., R. 39 W., and N½	6	27	39	Patented
Tract 37...	H. E.	03890	Hugo Hein	All of	1	27	40	Patented
Tract 38...	H. E.	030	Charles S. Winston	S½, Sec. 6, and N½,	7	27	39	Patented
Tract 39...	H. E.	07613	Frank Kingsbury	S½, Sec. 7, and SW¼,	8	27	39	Patented
Tract 40...	H. E.	06826	Floyd L. Downing	All of	12	27	40	Patented
Tract 43...	H. E.	04908	Israel Miller	All of	18	27	39	Patented
Tract 44...	H. E.	06643	Luke M. Shultz	All of	19	27	39	Patented



RESURVEY OF TOWNSHIP NO. 27 NORTH RANGE NO. 40 WEST 6TH PRINCIPAL MERIDIAN, NEBRASKA

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TABLE 3.—PLAT OF RESURVEY IN NEBRASKA, AREAS OF CONFLICTS AND EXCLUSIONS.

	In Conflict with:	Area, in acres.		Exclusive of Conflict with:	Area, in acres.
Tract 37...	Sec. 36, T. 28 N., R. 40 W.	80.18	Tract 37	Sec. 36, T. 28 N., R. 40 W.	560.68
Tract 37...	Indem. Sel. List 2, S½, Sec. 35, T. 28 N., R. 40 W.	84.80	Tract 37	Indem. Sel. List 2, S½, Sec. 35, T. 28 N., R. 40 W.	556.06
Tract 37...	Sec. 2, T. 27 N., R. 40 W.	263.22	Tract 37	Sec. 2, T. 27 N., R. 40 W.	377.64
Tract 37...	All lands shown above	428.20	Tract 37	All land shown above	212.66
Sec. 2.....	Tract 37	263.22	Sec. 2	Tract 37	394.60
Sec. 2.....	Tract 40	88.90	Sec. 2	Tract 40	568.92
Sec. 2.....	Tracts 37 and 40	352.12	Sec. 2	Tracts 37 and 40	305.70
Tract 40...	Sec. 2	88.90	Tract 40	Sec. 2	557.70
Tract 40...	H.E.06123 as to Sec. 11	252.60	Tract 40	H. E. 06123 as to Sec. 11	394.00
Tract 40...	Sec. 2 and H.E. 06123	341.50	Tract 40	Sec. 2 and H. E. 06123	305.10
H.E.06123.	Tract 40	252.60	H.E.06123	Tract 40 (as to Sec. 11 only)	238.38
Tract 43...	Sec. 13, T. 27 N., R. 40 W.	313.12	Tract 43	Sec. 13	317.18
Sec. 13....	Tract 43	313.12	Sec. 13	Tract 43	368.88
Sec. 13....	Tract 44	69.72	Sec. 13	Tract 44	612.28
Sec. 13....	Tracts 43 and 44	382.84	Sec. 13	Tracts 43 and 44	299.16
Tract 44...	Sec. 13	69.72	Tract 44	Sec. 13	570.36
Tract 44...	Sec. 24	347.91	Tract 44	Sec. 24	292.17
Tract 44...	Secs. 13 and 24	417.63	Tract 44	Secs. 13 and 24	222.45
Sec. 24....	Tract 44	347.91	Sec. 24	Tract 44	385.29

JURISDICTION.

The extent of the jurisdiction and authority of the Cadastral Engineering Service through the Commissioner of the General Land Office should be clearly understood. Section 453 of the Revised Statutes, reads, in part, as follows:

"The Commissioner of the General Land Office shall perform, under the direction of the Secretary of the Interior, all executive duties appertaining to the surveying and sale of the public lands of the United States, or in any wise respecting such public lands; and, also, such as relate to private claims of lands, and the issuing of patents for all grants of lands under the authority of the Government."

The Act approved March 3d, 1899 (30 Stat., 1097), re-affirms:

"That hereafter all standard, meander, township, and section lines of the public land surveys shall, as heretofore, be established under the direction and supervision of the Commissioner of the General Land Office, whether the lands to be surveyed are within or without reservations, * * *."

The Acts of March 3d, 1909 (35 Stat., 845), and of September 21st, 1918 (40 Stat., 965), provide in part:

"That no such resurvey or retracement shall be so executed as to impair the *bona-fide* rights or claims of any claimant, entryman, or owner of lands affected by such resurvey or retracement."

From this it is clear that, in the exercise of his authority, the Commissioner of the General Land Office shall cause all resurveys to be executed in such a manner as to afford a fair and equitable identification of the original boundaries of all private claims, so that rights acquired in good faith shall be unimpaired. If title has not finally passed from the Government, the Commissioner is clothed with the authority to perform any and all acts incident, appertaining to, or necessary for, the disposal of the lands. Where a patent has been issued,

the jurisdiction of the Land Department over the lands patented terminates, and its power to examine and decide on claims to such lands becomes exhausted. *Bona-fide* rights, however, can be affected by a resurvey only in the matter of position or location on the earth's surface, and the cadastral engineer is concerned only with the question as to whether lands covered by such rights have actually been located in good faith. Other questions of good faith, such as priority of occupation, possession, continuous residence, value of improvements, and cultivation, when considered apart from the question of the position of the original survey, do not affect in any manner the problem of resurvey.

The Commissioner of the General Land Office is well qualified, and is authorized, to identify and indicate the original positions of all lands, as described in outstanding patents, and to delineate the boundaries of the public lands remaining, irrespective of whether the lands thus identified are actually occupied by a patentee or his successor in interest. However, in case of either patented or unpatented lands, where an owner or entryman seeks to maintain a claim that his rights as to location have been impaired by a resurvey, he will submit a proper protest, and the case will still remain within the jurisdiction of the General Land Office (subject, however, to the right of appeal to the Secretary of the Interior), which office after a proper consideration of the protest will reach a final adjudication of the dispute.

It will thus be realized that, by virtue of the legislation now existing, in any and all areas where uncertainties of the true locations of lands obtain, especially in those regions ridden with boundary disputes, strife, and litigation, the application of the modern resurvey procedure and the subsequent filing of a competent plat, will provide a necessary and enduring basis, not only for a comprehensive adjudication of the private rights involved, but also for the disposal of any public lands which may be found therein.

AMERICAN SOCIETY OF CIVIL ENGINEERS
INSTITUTED 1852

PAPERS AND DISCUSSIONS

THE FLOOD OF SEPTEMBER, 1921, AT SAN ANTONIO, TEXAS.*

By C. Terrell Bartlett,† M. Am. Soc. C. E.

Synopsis.

This paper describes the flood of September 9th, 1921, in the San Antonio River, at San Antonio, Tex., and in several tributary creeks all of which traverse that city, the fundamental conditions of topography and climate, and the meteorological factors and hydraulic elements of the flood in so far as it was possible to determine them.

Before describing in detail the recent flood experienced by the City of San Antonio, and its engineering aspects, it will be well to outline briefly the principal geographic, topographic, and climatic features of the region.

Geographically and geologically, the State of Texas is divided into three grand provinces as shown in Fig. 1. First, is the Rio Grande Plain, or Coastal Plain, an alluvial prairie extending from the boundaries of Louisiana and Eastern Oklahoma to the Rio Grande, and from the Gulf of Mexico inland from 150 to 200 miles. The topography ranges from the coastal flats through gently undulating and rolling country to altitudes of 400, 600, and 1 000 ft. along the inner margin of this region as one follows it from the Red River south and west to the Rio Grande.

The second of these great provinces extends from the margins of the Coastal Plain west to the Pecos River, the New Mexico line, and, northward, it embraces the Panhandle. This is the Central Plain, and forms the southern extension of the great plains of the Dakotas, Kansas, and Eastern Colorado. The third division known as Trans-Pecos Texas is part of the Rocky Mountain Region.

The line of division between the Rio Grande Plain and the upland plain or plateau is marked sharply and definitely by a great geologic fault which runs south about 300 miles from the Red River on the northern boundary of the State and thence swings west for 150 miles where it crosses the Rio Grande into Old Mexico. This fault is known as the "Balcones Escarpment", and is characterized by a sudden rise in altitude from the Coastal Plain to the

* Presented at the meeting of October 5th, 1921.
† San Antonio, Tex.

plateau region. At Del Rio, where this escarpment crosses the Rio Grande, the upper plain is about 1 200 ft. higher than the Rio Grande Plain, and the rise is very abrupt. In the vicinity of Fort Worth, the elevation is not more than 300 ft. and rises in a gradual incline across 15 to 20 miles.

The mean annual rainfall of Eastern Texas along the Louisiana line is 50 in. Thence, westward, it decreases to 30 in. along the eastern margin of the plateau, or Central Plain, and westward and southward to 20 in. at Del Rio and Brownsville. Although the influence of altitude is not apparent in the mean annual rainfall of Texas, it has long been recognized that in many cases the sudden rise at the Balcones Escarpment causes intense precipitation along and just above its margin. Due to the proximity of the Gulf, intense rains are also frequent along the immediate coast.

San Antonio lies in the Rio Grande Plain immediately below the Balcones

FIG. 1.

fault zone, adjacent to the great angle where the plateau juts out into the plain. From the northern limits of the city, the country rises to the northwest for about 12 miles to the elevation of the plateau, 700 ft. above the general level of the city. On this sloping margin of the plateau are three comparatively small water-sheds the streams of which traverse the city and unite near its southern limits as shown in Fig. 2. All the streams were in severe flood on the night of September 9th, 1921.

The City of San Antonio occupies 36 sq. miles and comprises a central valley the elevation of which is 650 ft. above sea level. It is bordered on the east and north by ridges about 100 to 150 ft. above the center of the city, and on the southwest by a slightly elevated plain. By the census of 1920, the population was 162 000.

The San Antonio River rises from fissure springs near the northern city line, about a mile east of its center, and winds through the heart of the city

within a well-defined flood-plain from ½ to ¾ mile in width. The flow from these springs ordinarily fluctuates between 50 and 150 sec-ft. The length of valley within the city limits is 6.3 miles, and the length of the river channel is 11.9 miles, with a fall across the city of approximately 90 ft. The greater

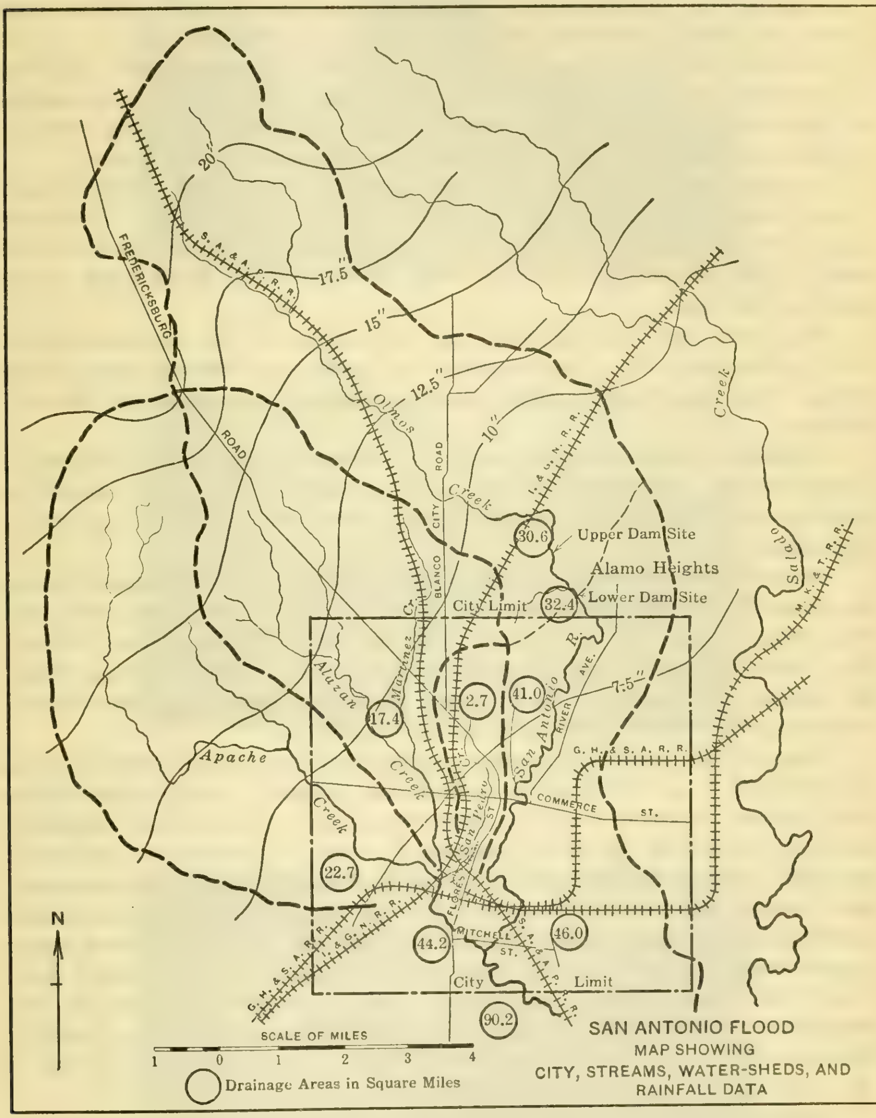

FIG. 2.

part of the business district, some of the industries, and the older and more thickly settled residence districts, lie in the immediate river valley.

The largest of these three water-sheds tributary to the San Antonio River lies north of the city, and is drained by a water-course known as Olmos

Creek which is ordinarily dry. The Olmos water-shed is 32.4 sq. miles in extent which, with the lower area tributary to the river proper, makes a total area of 41 sq. miles above the center of the city.

Within the city and 2 miles north of its center, San Pedro Creek rises from springs the flow of which is seldom greater than 10 sec-ft. Above these springs is a small water-shed entirely within the corporate limits.

Above the successive confluences of Alazan and Apache Creeks, the San Pedro Creek has a tributary area of only 2.7 sq. miles, but when augmented by these water-courses, it has a total drainage area of 44.2 sq. miles where it empties into the San Antonio River near the southern city limit line.

Both the Alazan and Apache Creeks are dry arroyos. The former enters the city from the northwest and has a water-shed of 17.4 sq. miles. The latter enters from the west and has a water-shed of 22.7 sq. miles, measured, in both cases, to their junctions with San Pedro Creek about 1½ miles south of the center of the city.

The Lower San Pedro traverses the western part of the business district, and, together with the Alazan and Apache Creeks, runs through some of the cheaper and more thickly settled residence districts, especially the Mexican quarter.

A drouth of several months' duration was broken on the night of Thursday, September 8th, 1921. San Antonio and the region to the north received a soaking rain followed by occasional hard showers during the day on Friday, September 9th.

Owing to the parched condition of the ground, no run-off occurred from the rain of Thursday night and only a little, except from areas within the city, from the day rain of Friday. The day rains of Friday were followed by a severe electrical storm, continuing from 6 P. M. to 9 P. M., during which the region north and northwest of the city was visited by intense rainfall which continued with reduced severity until 11.30 P. M.

Olmos Creek, north of the city, overflowed its banks and swept into the city about 10 P. M., reaching its crest within an hour. At the center of the city, the river, not more than 2 ft. above normal at 6 P. M., rose with increasing rapidity, overflowing its banks immediately north of the business district at midnight. Within an hour, a large part of the business quarter was inundated, and the crest was reached about 2 A. M. At this time, six of the principal north and south streets were channels carrying the swift flood waters across a great bend of the river. The water in these channels ranged in depth from 1 to 8 ft. where they crossed Houston Street, the principal east and west street and at places in the business area, the water was 12 ft. deep. North of Houston Street, the water spilled through five streets over a low divide to the west into the Upper San Pedro Basin.

In the central district, the river rose from 2 to 8 ft. above all bridge floors and at each bridge a great mass of débris was caught by the piers and railings.

In the northern part of the city, the rush of water in the meantime had inundated Breckenridge Park along the river and all the adjoining low residential and industrial areas. Hundreds of homes were flooded to depths varying from a few inches to 8 and 10 ft. In this section, a few poorly built

FIG. 3.—RIVER CHANNEL THROUGH HEART OF CITY.

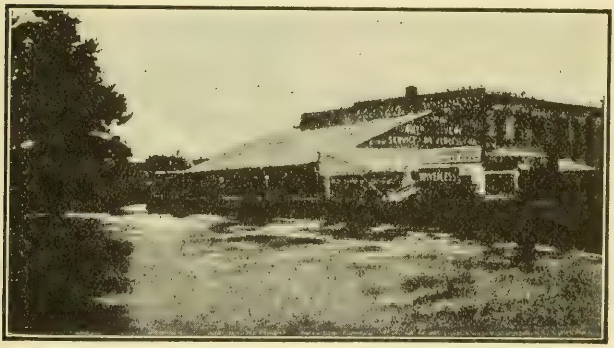

FIG. 4.—RIVER CHANNEL THROUGH HEART OF CITY, DURING FLOOD.

FIG. 5.—SOUTH ALAMO STREET BRIDGE.

frame dwellings were washed away. A scum of heavy fuel oil from some of the industries coated everything it touched, and, incidentally, everywhere below left clear and unmistakable high-water marks. In the business district, all the basements were filled, and most of the first floors were flooded to depths of from a few inches to 12 ft.

The severity of the flood crest in the business district was undoubtedly somewhat mitigated by the pondage of water and its retention by houses and other obstructions in the valley above. In like manner, the obstruction formed by the business district, the storage of water in basements, and probably, also, a considerable absorption from the river channel into the gravel beds which underlie many parts of the valley, reduced the flood markedly below. This effect was partly counteracted as far as the flooded residence district just below the business section was concerned, due to two low dams and the blocking of two railway trestles with drift, all of which were situated about 1 mile below the center of the city. Below these obstructions, the flood was carried by the river channel and natural overflow bottoms which have not been encroached on by retaining walls and buildings to the same extent as in the central and upper portions of the valley. Notwithstanding many narrow escapes there was practically no loss of life in the valley of the San Antonio River.

Owing to the comparatively light rainfall in the city, the small Upper San Pedro Basin did not flood badly, and its crest passed before the overflow from the San Antonio River. The latter inundated a number of buildings in the western edge of the business district, the water in it and the San Pedro forming a continuous sheet.

Alazan Creek, with a comparatively steep grade from the high ground northwest of the city, and its two branches flooding simultaneously, swept suddenly through the thickly settled low areas along its banks, playing havoc with bridges and tearing loose and destroying many cheap frame houses. It was in this section that the principal loss of life occurred. Conditions on Apache Creek were similar, but there was less development along its banks and the loss was smaller. Below the confluence of Alazan and Apache Creeks, the San Pedro again passes through a thickly settled area where there was considerable damage and loss of life. The total certain loss of life was 52, with 23 missing, most of whom were probably lost, making a total of 75.

The aggregate property damage has not been ascertained, but it was between $5 000 000 and $10 000 000. The greatest damage was to merchandise in flooded basements and on first floors. Next in amount was the loss in homes to clothing, furniture, and to the finish of walls and interiors from the muddy, oil-laden waters. The loss to the municipality was heavy, principally to pavements and wooden bridges destroyed or injured, together with the expense of sanitary measures and for cleaning up débris. One three-span concrete girder was destroyed by scour.

In general, substantial buildings were little damaged structurally, although there was a heavy loss of plate glass broken by water pressure and by drift, and, in total, a heavy damage for refinishing. The public service corporations suffered some loss, the principal item, however, being in decreased earnings for several days.

An interesting feature was the continuous low-pressure water service to the greater part of the city by the direct head of the artesian wells. An incident of engineering interest was the loss of practically all flooded wood block pavements which simply floated off. A large percentage of these blocks have been gathered up, however, and will be relaid.

Several concrete basement floors were burst upward by pressure from water which traveled underneath, through gravel beds, before the basements were flooded from the top. On the first floor of buildings, tile floors, in several instances, were cracked loose at the joints, and the first-floor concrete slabs were undoubtedly severely strained by pressure from beneath. This occurred where the basements were flooded and the water in the streets stood from 2 to 3 ft. higher than inside the closed doors where the occupants were attempting to prevent its entrance.

Another item that might be mentioned was the voyage of the two sea lions from the Municipal Zoo, one of which after visiting several porches on the morning after the flood, was captured 2 miles from home. The other is still reported to be at large about 75 miles down the river.

The rain storm which caused the San Antonio flood was typical in that it broke on the margin of the Edwards Plateau. Rainfall data over the water-sheds above San Antonio have been secured by the writer and by the Engineer Corps of the Army. These data are based on records at about twenty points; about one-third were secured by standard rain gauges and one-fourth by measurements in straight sided cans taken by farmers who keep more or less regular records. The remaining readings were secured by reducing measurements made in various classes of receptacles.

The testimony is so general as to the severity of the rain along the rocky rim of the Olmos water-shed and farther north in the plateau that there can be no question that at points the total precipitation was in excess of 20 in. Fig. 2 shows the total rainfall for the entire storm, from 6 P. M., Thursday, to midnight on Friday, a period of 30 hours. For the Olmos water-shed, the average rainfall was 14 in. and for that of San Antonio proper, below the city limits, it was 7.5 in., a mean depth of 12.5 in. for the entire basin.

The general storm over Central Texas was heavy, not only above San Antonio, but also at San Marcos and Austin, along the edge of the plateau. It is significant, however, that the heaviest rain, 19.5 in. in 12 hours or 23.1 in. in 24 hours, fell at Taylor, which is neither close to the coast nor adjacent to the plateau, but well out in the lower plain where previous statistics indicated that all the probabilities were against a rain exceeding 10 in. in 12 hours or 14 in. in 24 hours.

The available rainfall records of the general storm have been indicated on Fig. 1.

The greatest hourly intensities in the San Antonio storm were between 6 P. M. and 11.30 P. M. During this 5.5 hours, the rainfall ranged from 1.56 in. at the San Antonio Weather Bureau to 3.5 in., 4.5 in., 6.2 in., and possibly as high as 15 in., at various points. The average on the water-shed for this 5.5 hours has been placed at 6.5 in.

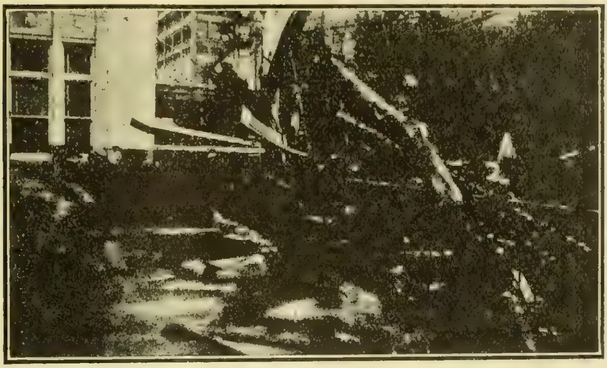

Fig. 6.—St. Mary's Street Bridge.

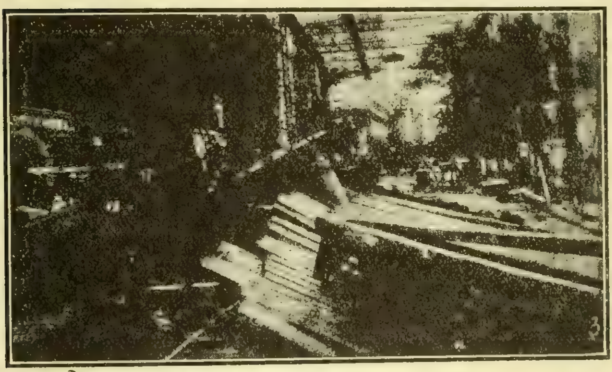

Fig. 7.—Looking North on Navarro Street Bridge.

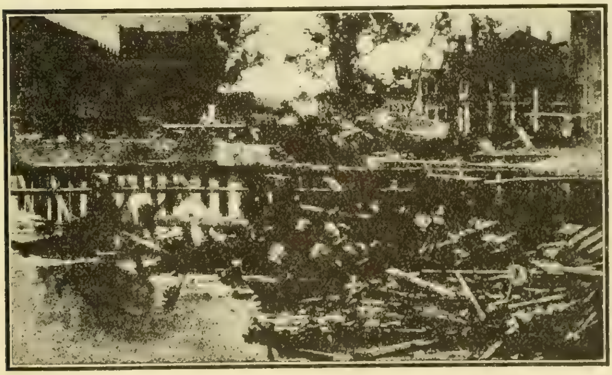

Fig. 8.—Looking Toward Business District from Pecan Street.

The Engineering Corps of the writer's firm has made a hydrographic survey, as careful as circumstances permitted, of the slopes and areas of the flood crest at various points. It appears that ½ mile above the city limits, the flood peak in the Olmos was between 31 000 sec-ft. as a minimum, and 39 000 sec-ft. as a maximum, from 32.4 sq. miles. This represents from 960 to 1 200 sec-ft. per square mile. The peak discharge at the center of the city is estimated at 23 700 sec-ft., or 580 sec-ft. per square mile from 41 sq. miles. Below the center of the city, 1½ miles, the crest is estimated at 1 500 sec-ft., or 333 sec-ft. per square mile from 45 sq. miles.

The rapid reduction in flood crest both in total and in second-feet per square mile is significant in that the reduction was very much more rapid with increased area than would be indicated by the usual curves for second-feet per square mile. This was doubtless due in part to the distribution of the rainfall, but the influence of the river-flood plain in impounding the flow was also a marked factor. The influence of buildings probably increased somewhat this retardation over the natural conditions of a timbered flood plain, although the streets were more efficient than natural channels. The average slope of the Olmos Valley above the city is 25 ft. per mile, the average fall of the river valley across the city being 14 ft. per mile.

One feature of the flood that will be difficult for Eastern engineers to understand is the comparatively small run-off. Above the city, the Olmos was not out of its banks more than 6 hours, the crest falling almost immediately. The flow increased from about 4 000 to 35 000 sec-ft. and fell again to 4 000 sec-ft. in 6 hours. At the center of the city, the flow ranged from 4 000 to 23 700 sec-ft. and back to 4 000 sec-ft., in about 11 hours.

From unofficial gaugings taken by the U. S. Geological Survey, on the day following the flood, and by gaugings of the water-stage register, and from other data, a rough computation has been made of the run-off for the storm for a period of 7 days, which indicates that it did not exceed 10 000 acre-ft. from an area of 42 sq. miles above the station. All the storm flow had practically run off within the period of one week. It is unfortunate that the water-stage register of the Geological Survey was located at the South Alamo Street concrete bridge which failed. Although the gauge itself was undamaged and recorded the levels except for 3 hours at the crest, the failure of the bridge interfered with the channel so that no accurate rating curve can be established for the flood conditions.

This estimated run-off of 10 000 acre-ft. is 36.4% of the depth of rainfall for the entire storm. However, by far the greater portion of this run-off was from 32.4 sq. miles above the city. It is probable, in fact, that the run-off was as great from the upper basin as from the entire basin, the absorption of flood-waters by gravel beds in the lower valley probably amounting to as much as the run-off from the lighter rain on the lower 9 sq. miles within the city.

Assuming that the run-off from the upper basin of 32.4 sq. miles was as great as at South Alamo Street, 5 miles down stream, that is, 10 000 acre-ft., according to the estimate, the run-off from the Olmos basin was about 42 per cent. Regarding the Thursday night and Friday rains, amounting to an aver-

age of 6.5 in., as producing only 10% of the actual run-off, there would have occurred an average run-off of not more than 70% from the 5.5-hour rain of Friday night falling on presaturated ground and amounting to from 3.5 to 15 in.

The flood peak on the Upper San Pedro Creek was not excessive either from the run-off of the earlier local storm, nor from the later overflow from the river. The maximum discharge was possibly 1 500 sec-ft. from 2 sq. miles.

On the Alazan Creek the water-shed of which is ideal for a quick flood concentration and on which a small earth dam was washed out, the peak flow was approximately 33 000 sec-ft. from 16.9 sq. miles, or at a rate of 1 950 sec-ft. per square mile.

The Apache Creek is estimated to have flowed at a rate of 15 500 sec-ft. from 22 sq. miles, or 704 sec-ft. per square mile.

The average rainfall on the water-sheds of these two creeks was probably as high as that on the Olmos Basin and greater than that for the combined Olmos-San Antonio Basins. The flood peaks from the creeks reached the San Antonio River before its own crest so that although the flood experienced in the lower river was of unusual proportions, it was not of the extreme character suffered in the individual streams above their junction near the southern city limits.

San Antonio has been subjected to floods from its river and the western creeks at intervals of from 8 to 15 years. The last damaging floods occurred, twice in 1913 and once in 1914. Spanish records tell of a flood in July, 1819, which was undoubtedly somewhat greater than the recent one. As a result of the floods of 1913-14, the city engaged Leonard Metcalf and H. P. Eddy, Members, Am. Soc. C. E., to report on methods of flood prevention, and their report filed in December, 1920, foretold the possibility of just such a flood as has happened.

As a result of the recent flood, a committee of local citizens and engineers has been formed to study the conditions and make immediate recommendations on flood prevention. It is probable that extensive works will be carried out in the near future.

The writer wishes to express his appreciation of valuable information secured from data collected in the report by Messrs. Metcalf and Eddy, to C. E. Ellsworth, Assoc. M. Am. Soc. C. E., of the U. S. Geological Survey, for advance stream records, and to Col. Edgar Jadwin, Corps of Engineers, U. S. A., for rainfall data and the opportunity of comparing discharge estimates.

AMERICAN SOCIETY OF CIVIL ENGINEERS
INSTITUTED 1852

PAPERS AND DISCUSSIONS

BUCKLING OF ELASTIC STRUCTURES

By H. M. Westergaard,* Esq.

Synopsis

The buckling of a slender column under an axial load and the collapse of a thin cylinder under a uniform external pressure have long been recognized to be related structural phenomena. In both cases the structural action may be described by the common term, buckling. If the column is perfectly straight, the load on it exactly central, and the material perfectly homogeneous and elastic, when the load is increased gradually from zero, the column remains straight until the load reaches a critical value at which the column bends out suddenly. In the same way, if the cylinder is exactly circular, the outside pressure on it absolutely uniform, and the material perfectly homogeneous and elastic, when the pressure is increased gradually from zero, the cylinder remains circular until the pressure reaches a critical value at which the cylinder deflects from the circular shape. In both cases, the deflections increase at the critical value of the load without any increase of the load. Until the deflections have become large, there is a neutral equilibrium, that is, one maintained at constant load throughout a continuous range of configurations. This neutral equilibrium is the criterion of what may be termed pure elastic buckling.

If the column is not perfectly straight, if the axial load on it is slightly eccentric, or if there are transverse loads in addition to the axial load, and, in the same way, if the cylinder is not perfectly circular and homogeneous, or the load on it not exactly uniform, then certain elements of the pure buckling may still be traced, and the structural action may still be characterized as buckling. The deflections increase slowly at first, with slowly increasing loads, but they increase rapidly as the loads approach the critical values. This kind of buckling may be looked on as a mixed action lying between two extremes, one of which is the pure elastic buckling first mentioned and the other the ordinary structural action in which the deformations and stresses are proportional to the loads, for example, the ordinary bending action of a beam loaded by transverse forces only.

Note.—These papers are issued before the date set for presentation and discussion. Correspondence is invited from those who cannot be present at the meeting, and may be sent by mail to the Secretary. Discussion, either oral or written, will be published in a subsequent number of *Proceedings*, and, when finally closed, the papers, with discussion in full, will be published in *Transactions*.

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There is, as may be seen from the Bibliography (Part VII), a rather voluminous literature on buckling. Most of the analyses made in the past deal primarily, however, with the various cases of pure buckling and leave the questions of mixed buckling on the whole unsettled. The present investigation deals primarily with the subject of mixed buckling. A general analysis is made of this type of buckling, and the results are applied to various specific cases.

The method followed, to some extent, is to present results first, and theory afterward. For example, the formulas in Parts II and III are derived from the general formulas in Parts IV and V. The subject-matter is arranged as follows:

I.—Introduction (Articles 1-2), in which certain limiting assumptions are introduced, examples of buckling are discussed, and some terms are defined.

II.—Formulas Applying to Columns Which Are Loaded by Axial and by Transverse Forces at the Same Time (Articles 3-9), in which approximate and exact formulas are given for columns with hinged or fixed ends, loaded by a distributed or by a concentrated transverse load or by end couples.

III.—Slabs and Similar Structures (Articles 10-11), in which formulas are given for rectangular homogeneous slabs, simply supported on four sides, and for a double system of crossing beams connected at the cross-points.

IV.—General Theory of Structural Actions in Which the Stresses Are Not Proportional to the Loads, Although Hooke's Law Applies in Each Element of the Structure, and Although the Deformations Are Small (Articles 12-27), in which by the principle of energy minimum some general formulas are derived by which one may compute any structural effect, such as bending moment, stress, or deflection, in mixed buckling, provided the corresponding case of pure buckling is known.

V.—Differential Equations Applying to Some Definite Cases (Articles 28-31).

VI.—Summary (Article 32).

VII.—Classified Bibliography.

I.—Introduction

1.—Limiting Assumptions, Examples of Buckling, and Definitions of the Terms Orthostatic, Astatic, and Heterostatic.—Two assumptions are usually made in the analysis of stresses in structures, which have been shown by experience, by test, and by analysis, to be warranted within a wide range of cases, and they will be made throughout this investigation. One assumption is that at all points the unit deformations, or strains, are proportional to or are linear functions of the stresses; the other is that the elastic deflections from the original shape are small and may be considered as infinitesimal when compared with the main dimensions of the structure, or, in this sense, the structures are assumed to be stiff. These two assumptions, of elasticity and stiffness, limit and simplify the problem to be investigated.

When both assumptions are warranted, one may conclude in many, though not in all, cases that a stress or a deflection produced by two loads combined is the sum of the stresses or deflections produced by each of the two loads acting separately; that is, the principle of superposition is found to apply to the loads, stresses, and deflections. The general principle of superposition, when it applies, states that the effect of two or more causes combined is the sum of the effects of the separate causes; for example, the stress due to a total load consisting of live load plus dead load is computed, in accordance with this principle, by adding the live load stress to the dead load stress. An important conclusion drawn from the law of superposition of loads, stresses, and deflections is that when all the external loads are increased in a certain proportion, the stresses and the deflections are increased in the same proportion.

It is evident that the law of superposition does not apply generally to the cases of buckling which have been mentioned. In fact, one may define elastic buckling in the most general sense as a structural action in which the stresses are not, in general, proportional to the loads, although Hooke's law applies in each element of the structure, and although the displacements are small; or, as a structural action in which the assumptions of elasticity and stiffness apply, but in which the law of superposition of loads, stresses, and deflections does not apply to the structure as a whole, although it may apply to certain parts of it. It is intended to investigate elastic buckling in this sense of the term.

A special nomenclature for the two actions which have been referred to as pure buckling and mixed buckling will be introduced later. First, the nature of these actions will be explained by means of examples.

Beginning with pure buckling: The example, already referred to, of the straight slender column buckling under a central axial load, shows the most characteristic features. Let the ends be simply supported or hinged, and the cross-section be constant. Then, at the critical load, given by Euler's well-known formula, the transverse deflections which were zero or negligible at smaller loads, increase suddenly. The neutral equilibrium, maintained at this constant critical load throughout a continuous range of increasing deflections, is the criterion of pure buckling. The load may be increased beyond the critical value at which the bending ordinarily begins, and still the column may be made to remain in equilibrium in an undeflected state. This equilibrium is unstable, however; that is, it would be disturbed by a small force from the side, or by a small local eccentricity of the elastic resistances of the cross-section. At higher "critical loads", other states of neutral elastic equilibrium may be obtained, in each of which the column may buckle into a curve consisting of some definite number of half waves. All the neutral equilibria produced under the higher critical loads are unstable. When they do occur, they will tend to revert to the neutral equilibrium which was produced first, and the maximum load which can be applied will drop to the corresponding lowest critical value. The lowest critical load at which buckling first occurs is of particular interest, because it defines a limit of the strength, but it will also be shown, subsequently, that the study of the higher critical loads and of

their corresponding neutral equilibria leads to a solution of important structural problems.

Fig. 1 illustrates some typical cases of pure buckling of elastic structures. Fig. 1 (*A-F*) shows some originally straight columns with various end conditions. Column *A* has hinged ends, Column *B* fixed ends, Columns *C* and *D* have one free end, while Columns *E* and *F* have elastic supports at the ends. In the case of Column *C*, the load at the free end is assumed to remain parallel to itself while the deflections increase, while in Column *D* the load applied at the upper end of the column is inclined in proportion to the deflection of that point. If Columns *C* and *D* are of the same dimensions and material, then Column *D* will buckle at a lower load than Column *C*. In the cases of Columns *E* and *F*, the same types of buckling may occur as in the case of Column *A*, but, in addition, neutral equilibria may be produced by the deformation of the spring supports, whereby the column moves into a position which is inclined with respect to the vertical, as indicated in the diagram. Fig. 1 (*G*) shows a section of a long, thin-shell cylinder under uniform outside pressure. When the pressure reaches a critical value, the surface buckles, as indicated by the dotted line. The typical neutral equilibrium is found here also. Furthermore, a larger number of waves in the deflected surface might be formed at higher "critical pressures". Only the lowest critical load gives a stable neutral equilibrium. All the neutral equilibria which could be maintained at the higher critical pressures, are unstable; that is, the general characteristic features mentioned for a slender, straight column exist also in this case.

Fig. 1 (*H*) shows a curved compression member which carries forces at the ends and, in addition, a distributed pressure from the convex side. If the original center line is a possible line of pressure, that is, if it is a funicular curve for the side pressures, then buckling may take place, as in the case of the circular cylinder. Fig. 1 (*J*) shows a bridge of the pony-truss type; the sidewise buckling of the arch is restrained by the stiffness of the verticals, but this restraint may be overcome at a certain limiting pressure in the arch. Fig. 1 (*K*) and (*L*) represent slabs loaded from the ends; the case shown in Fig. 1 (*L*) occurs, for example, in the web of a plate girder under the influence of the shear. The edges may be either fixed or free to turn. At critical loads, the slabs will buckle into various surfaces. The case shown in Fig. 1 (*M*) is similar to that in Fig. 1 (*K*), only the continuous slab is replaced by a double system of crossing beams. Fig. 1 (*N*) is a hinged-end column with a continuous elastic support from the side; the springs shown in the diagram are assumed to be without stress when the column is straight. The possible curves of deflection are similar to those in Fig. 1 (*A*), but the critical loads, if the column itself is the same, are essentially higher, and the number of half waves of the deflected curve corresponding to the lowest load is likely to be two or more, depending on the stiffness of the side support. Fig. 1 (*O*) shows a cylinder under outside pressure, but with the surface stiffened by rings. The relation of this case to that of the cylinder, Fig. 1 (*G*), is similar to the relation existing between the columns, Fig. 1 (*N*) and (*A*). If the two cylinders are similar, Fig. 1 (*O*) will collapse at a higher load than Fig. 1 (*G*), and it is likely that a larger number of surface waves will be formed in the process of

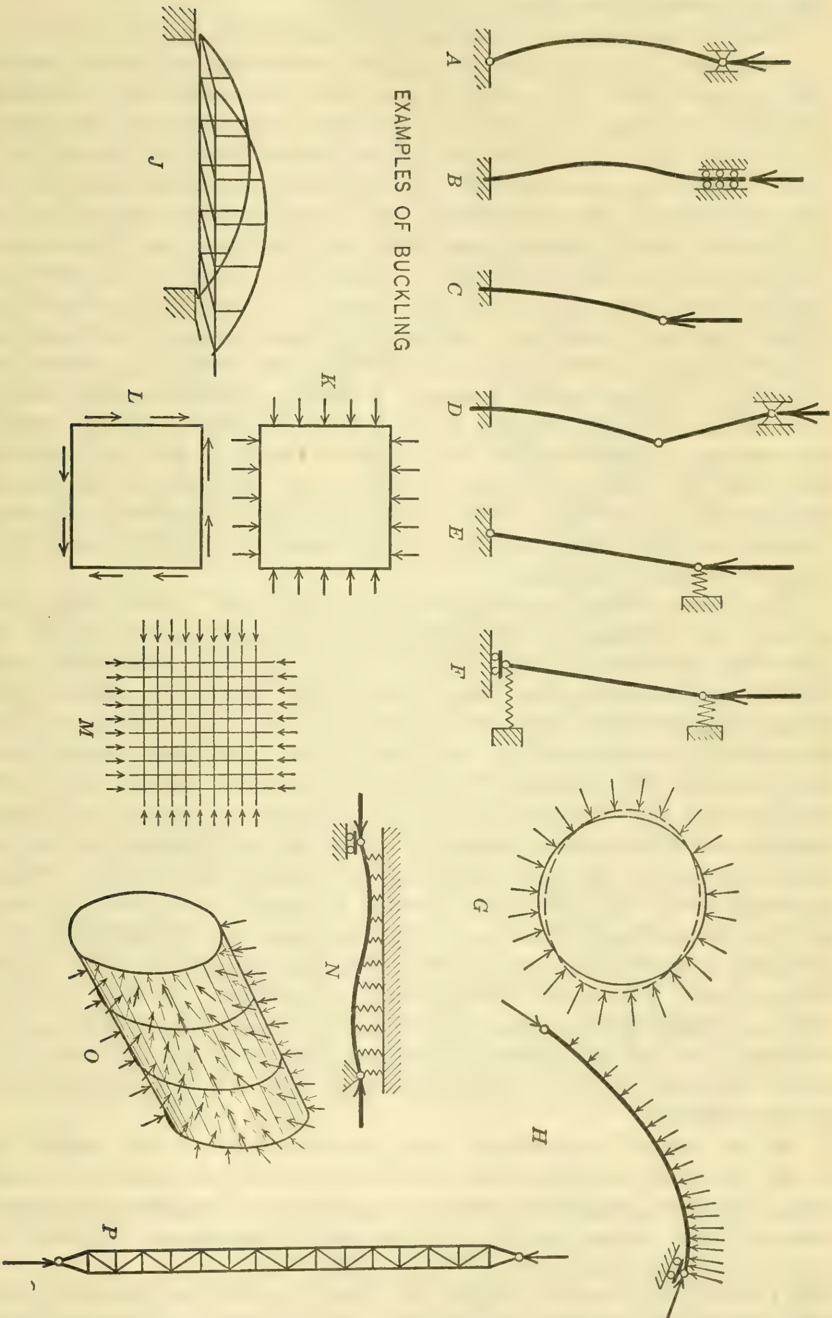


FIG. 1.

buckling. Finally, Fig. 1 (P) shows a truss column, which may buckle in the same way as the column shown in Fig. 1 (A).

Other examples may be mentioned: A long shaft or wire may buckle into a spiral shape under the influence of either torsion alone or torsion combined with an axial load. This action is most easily demonstrated by twisting a short piece of string. A high narrow beam or blade may bend out sidewise, tip, or twist, under the influence of a bending load which lies initially in the plane of maximum rigidity, that is, in the plane of symmetry containing the large dimension of the cross-section. At a certain critical value of the load, the torsional rigidity becomes insufficient, and the beam tips. This action is demonstrated when one tries to hold a long strip of paper or a **T**-square as a horizontal cantilever with the flat side vertical. A thin cylindrical shell or a tubular strut may buckle into a double-curved surface under the influence of a compressive load parallel to the axis. Buckling may occur in a spherical shell loaded by a uniform outside pressure. A closely related dynamical action is the whirling of a shaft, whereby the shaft bends out when a critical speed has been reached. Concerning the larger number of cases of pure buckling which have been mentioned, reference is made to the literature in the classified Bibliography (Part VII). As far as pure buckling is concerned, the present investigation deals mainly with the general aspects of this action and with its relations to mixed buckling.

The nature of mixed buckling will now be explained. Mixed buckling may occur in any structure in which pure buckling is possible; for example, with any of the structures shown in Fig. 1. A load must be acting which can be resolved into two component parts: One, a load which alone would produce stresses and deflections that are proportional to the load in accordance with the principle of superposition; the other, a load which alone would produce pure buckling when increased to a critical intensity. Assume that the two loads produce deformations and stresses in the same parts of the structure. Assume also that the two components of the load act together and are gradually increased in the same proportion from small initial values. Then, a structural action will take place in which, in general, the stresses are not at any stage proportional to the loads, and in which the law of superposition does not apply at any stage except, possibly, to stresses at special points or to special deformations. This action differs from pure buckling. The load is a mixed load, and, therefore, the action may be called, properly, mixed buckling. An example is the column loaded endwise and sidewise at the same time. Evidently, each case of mixed buckling is closely related to a corresponding case of pure buckling.

As no general nomenclature has been developed to the present time in the literature for the actions described, it seems desirable to introduce one. The terms, orthostatic, astatic, and heterostatic are proposed for discussions of these actions, and they will be used in this paper. The first term denotes the action in which the law of superposition applies. As this action may be said to represent the regular case, it will be called the orthostatic action. The second term will denote the action in which an increase of all loads in the same proportion to critical values produces pure buckling, characterized by a

neutral elastic equilibrium. Such action will be called astatic action. This term is explained by the common usage of the word "astatic" as indicating certain conditions under which a neutral equilibrium is created. The neutral equilibrium is sometimes called an astatic equilibrium, a usage which will be followed by the writer. With the terms introduced, it may be said, for example, that a "neutral or astatic equilibrium characterizes a pure buckling and occurs at certain stages of an astatic action." The third term denotes what has been described as mixed buckling. Such action will be called heterostatic action. Loads producing orthostatic, astatic, and heterostatic actions, respectively, will be referred to as orthostatic, astatic, and heterostatic loads. A heterostatic load, therefore, can be resolved into two components: One an orthostatic load, the other an astatic load. From what has been stated previously, it follows that this investigation will deal mainly with general aspects of astatic action, and with heterostatic action. It will be shown that the cases of heterostatic action can be solved, by certain general formulas, in terms of corresponding cases of astatic and orthostatic actions.

2.—Remarks Concerning the Bibliography.—The classified Bibliography (Part VII) is not intended to include, in general, references dealing exclusively with straight columns which have constant cross-sections and which carry axial end loads only. This case is treated more or less extensively in almost any textbook on Mechanics of Materials. It is sufficient for the present purpose to point to Euler's analysis of columns, which dates back to 1757, and to the progress which has been marked by the introduction of such formulas as that of Rankine, the parabolic, and the straight-line formulas. A large amount of experimental work has been completed in this field. The deviations from Euler's formula are usually explained by the inevitable presence of small initial eccentricities. In fact, some of the textbooks* interpret the formulas mentioned as approximate representations of the secant formula, which applies to eccentric loading and which may be used when some definite "equivalent initial eccentricity" has been introduced.

The comparatively recent work by Kármán on straight columns is quoted in the Bibliography (Part VII, Section *B*). His experiments and analysis are noteworthy on account of the light they throw on the influence of stresses above the proportional limit. This matter is important in the analysis of the shorter columns. Especial attention is called to the treatment of S. Timoshenko of a great variety of cases of pure elastic buckling (Bibliography, Part VII, Section *A*), and also to the analysis of cylindrical shells by Goupil (Section *G*), in which a special case of the general formula for heterostatic action is derived.

II.—Formulas Applying to Columns Which Are Loaded by Axial and by Transverse Forces at the Same Time.

3.—Examples of Applications, Notation, and Current Approximate Formulas.—Straight columns loaded axially and at the same time bent by transverse forces are found in many structures. Examples of such columns are as fol-

* See, for instance, J. E. Boyd, "Strength of Materials," Ed. 1917.

lows: Vertical columns which are loaded sidewise by wind pressure, the latter being transferred to the column either as concentrated forces or as a distributed load; horizontal or inclined compression members which are bent by their own weight; struts in aeroplanes which are bent by wind pressure; and the connecting rod in an engine which is bent by a dynamical action equivalent to a distributed load.

In this Article, and in the subsequent articles, the following notation will be used:

Let l = length of column;

EI = modulus of elasticity times moment of inertia of cross-section;

P = actual axial load;

Q = lowest critical axial load at which buckling would occur. When EI is constant throughout the length, Euler's formula gives: For columns with hinged ends, $Q = \pi^2 \frac{EI}{l^2}$; and for columns with fixed ends, $Q = 4\pi^2 \frac{EI}{l^2}$;

M' = resultant bending moment due to combined pure buckling action and bending, that is, to the combined axial and transverse loads. (M' is the moment in the "mixed" or "heterostatic" action);

M = bending moment when the transverse load acts alone (the moment in the case of orthostatic action).

Indices c and e are used to designate the moments at the center and at the ends, respectively. For instance, M_c = the moment at the center due to the transverse load alone. α, β, and μ are constants entering into the current approximate formulas. Further notation will be introduced in Article 7, page 468.

Two current approximate formulas will be mentioned. In the first the ratio $\frac{\beta}{\alpha}$ enters. This ratio depends on the distribution of the load and on the end conditions. For example, columns with hinged ends and with a uniform transverse load have $\frac{\beta}{\alpha} = 9.6$; columns with hinged ends and with a concentrated load at the center have $\frac{\beta}{\alpha} = 12$; usually, $\frac{\beta}{\alpha}$ is not very far from 10. With the notation previously given, the formula may be written:*

$$M' = \frac{M}{1 - \frac{\alpha}{\beta}\frac{P\,l^2}{E\,I}} \qquad (1)$$

In the other approximate formula, the constant, μ, occurs, which is stated as being not very far from unity. Sometimes, $\mu = 1$. The formula† is

$$M' = M \frac{\mu\,Q}{\mu\,Q - P} \qquad (2a)$$

* M. Merriman, "Mechanics of Materials," 11th Edition (1915), p. 256.

† A. Ostenfeld, "Teknisk Elasticitetslære", 3d Edition (1916), p. 456.

or, when $\mu = 1$,

$$M' = M \frac{Q}{Q - P} \qquad \text{(2b)}$$

When $\frac{\beta}{\alpha} = \mu\,\pi^2$, and when $Q = \frac{\pi^2 E I}{l^2}$, Formulas (1) and (2*a*) give identical results. These formulas furnish good approximations in many, but not all, cases.

4.—Proposed Design Formulas for Straight Columns with Uniform Cross-Section.—The theory leading to the formulas proposed here will be discussed later. The exact results are obtained as infinite series, which, however, converge so rapidly that for almost all practical purposes it is sufficient to include only the first two terms of each series. In formulas for design purposes, it is also permissible to simplify the constants entering into them by omitting the less significant decimals.

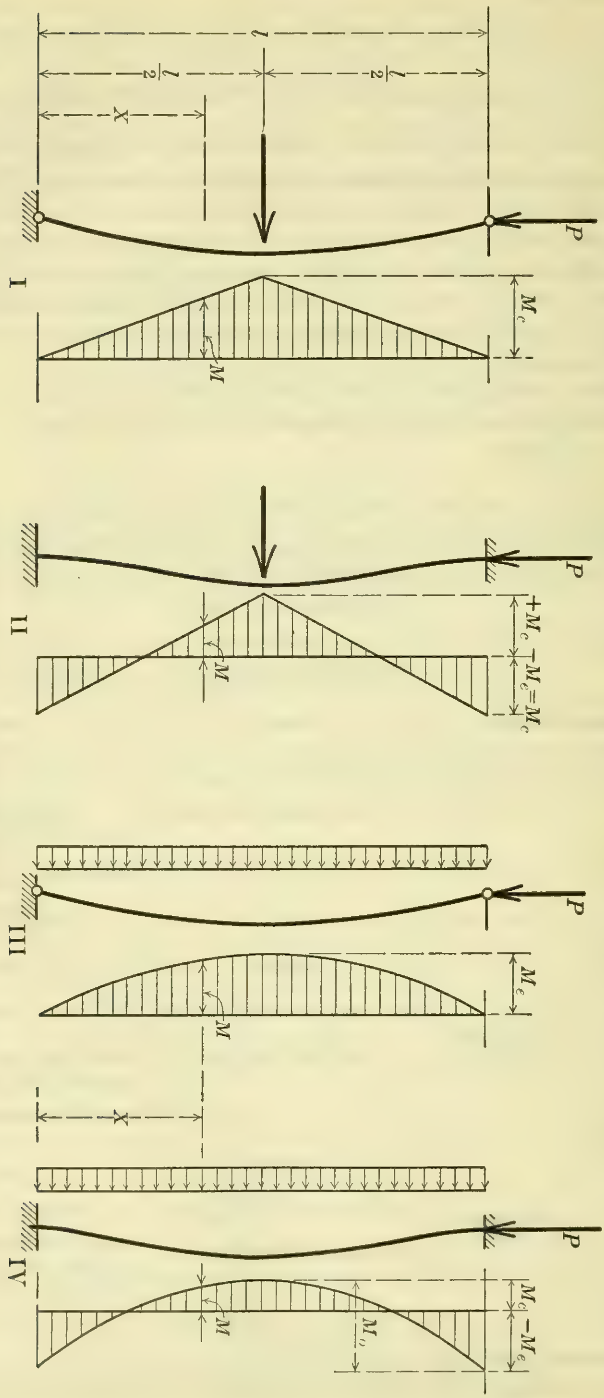
Four cases which have a particular interest, are shown in Fig. 2. The corresponding proposed design Formulas (3), (3*a*), (4), (4*a*), (5) and (6), are given in Table 1.

TABLE 1.—PROPOSED DESIGN FORMULAS FOR STRAIGHT COLUMNS.

EI is assumed to be constant throughout the length. The limiting errors are for positive P (compression). Cases I, II, III, and IV are illustrated in Fig. 2.

		Concentrated load at center.	Uniformly distributed load.
Hinged-end columns: Moments at center, $Q = \frac{\pi^2 E I}{l^2}$.		Case I: $M_c' = M_c \left(1 + 0.8 \frac{P}{Q - P}\right)$ ..(3) (error less than 1.4%).	Case III: $M_c' = M_c\left(1 + 1.03 \frac{P}{Q - P}\right)$ ...(4) (error less than 0.2%) or, approximately, $M_c' = M_c \frac{Q}{Q - P}$ ....(4*a*) (error less than 3.2%).
Fixed-end columns; $Q = \frac{4\pi^2 E I}{l^2}$.	Moments at center.	Case II: $M_c' = M_c \left(1 + 0.8 \frac{P}{Q - P}\right)$ ..(3) (error less than 1.4%).	Case IV: $M_c' = M_c\left(1 + 1.2 \frac{P}{Q - P}\right)$ ....(5) (error less than 1.3%, and on the safe side; when $\frac{P}{Q} \leqq 0.9$, the error does not exceed 1%).
	Moments at ends.	Case II: $M_e' = M_e\left(1 + 0.8 \frac{P}{Q - P}\right)$.(3*a*) (error less than 1.4%).	Case IV: $M'_e = M_e \left(1 + 0.65 \frac{P}{Q - P}\right)$...(6) (error less than 6.5% and on the safe side; for $\frac{P}{Q} \leqq 0.5$, the error is less than 1%).

If a concentrated load and a distributed transverse load act at the same time, their combined effect can be computed by adding the values given by



COLUMNS WITH TRANSVERSE LOADS

FIG. 2.

the two separate formulas (in Table 1) which apply to these two separate loads; in other words, although the law of superposition does not apply to the total load, consisting of axial loads plus transverse loads, it does apply to the transverse loads alone as long as the axial load retains one constant value.

The formulas also apply, approximately, when P is negative, that is, when the axial load is a tension. In that case a catenary action takes place in which the axial load causes a reduction of the bending moments.

5.—Exact Formulas from Which the Preceding Design Formulas Have Been Derived.—Comparison with the Approximate Formulas.—Formulas (3) to (6), in Table 1, have been derived by simplification of exact expressions given as infinite series. These expressions apply both when P is positive, representing a compression, and when P is negative, representing a tension. P must not be equal to any of the critical loads.

In Cases I and II (Formulas (3) and (3a), for $M'_{c \text{ or } e}$ and $M_{c \text{ or } e}$), the column is loaded transversely at the center, and has fixed or hinged ends. The exact formula for the bending moments at the center in Cases I and II, and at the ends in Case II, is:

$$M'_{c \text{ or } e} = M_{c \text{ or } e}\left[1 + \frac{8}{\pi^2}\frac{P}{Q-P} + \frac{8}{\pi^2}\frac{1}{3^2}\frac{P}{9\,Q-P} + \frac{8}{\pi^2}\frac{1}{5^2}\frac{P}{25\,Q-P} + \right.$$
$$\left. \cdots\cdots + \frac{8}{\pi^2}\frac{1}{n^2}\frac{P}{n^2\,Q-P} + \cdots\cdots\right] = M_{c \text{ or } e}\left[1 + 0.811\frac{P}{Q-P}\right.$$
$$\left. + 0.0901\frac{P}{9\,Q-P} + 0.0324\frac{P}{25\,Q-P} + \cdots\cdots\right] \cdots\cdots\cdots\cdots (7)$$

in which $n = 1, 3, 5 \ldots\ldots$

In Case III (Formulas (4) and (4a), for the moment at the center, M'_c), the column has hinged ends and carries a uniform transverse load:

$$M'_c = M_c\left[1 + \frac{32}{\pi^3}\frac{P}{Q-P} - \frac{32}{\pi^3}\frac{1}{3^3}\frac{P}{9\,Q-P} + \cdots\cdots \pm \frac{32}{\pi^3}\frac{1}{n^3}\frac{P}{n^2\,Q-P} \mp \right.$$
$$\left.\cdots\cdots\right] = M_c\left[1 + 1.032\frac{P}{Q-P} - 0.0382\frac{P}{9\,Q-P}\right.$$
$$\left. + 0.0083\frac{P}{25\,Q-P} - \cdots\cdots\right] \cdots\cdots\cdots\cdots\cdots\cdots (8)$$

in which $n = 1, 3, 5 \ldots\ldots$

Case IV (Formula (5)), gives the moment at the center, for a column with fixed end and uniform load:

$$M'_c = M_c\left[1 + \sum_{1,2,3,.}^{n}\frac{12\,(-1)^{n-1}}{\pi^2\,n^2}\frac{P}{n^2\,Q-P}\right]$$

$$= M_c\left[1 + 1.216\frac{P}{Q-P} - 0.304\frac{P}{4\,Q-P} + 0.1352\frac{P}{9\,Q-P}\right.$$
$$\left. - 0.0760\frac{P}{16\,Q-P} + 0.0486\frac{P}{25\,Q-P} \cdots\cdots\right] \cdots\cdots\cdots\cdots (9)$$

Case IV (Formula (6)), gives the moments at the ends for a fixed-end column, with uniform load:

$$M'_e = M_e \left[1 + \sum_{1,2,3\ldots}^{n} \sum_{1,2,3\ldots}^{m} \frac{6}{\pi^2 n^2} \frac{P}{n^2 Q - P}\right]$$

$$= M_e \left[1 + 0.608 \frac{P}{Q - P} + 0.1520 \frac{P}{4 Q - P} + 0.0676 \frac{P}{9 Q - P} + 0.0380 \frac{P}{16 Q - P} + 0.0243 \frac{P}{25 Q - P} \cdots\right] \ldots\ldots\ldots (10)$$

The limiting errors indicated in Table 1 are found by comparison with the exact Formulas (7) to (10). Formula (6), derived from Formula (10), gives the greatest deviation. However, the error remains less than 1% when $\frac{P}{Q} \leqq 0.5$. A quite satisfactory approximation is obtained by using the first three terms in Formula (10), which may then be written in the simplified form:

$$M'_e = M_e \left[1 + 0.6 \frac{P}{Q - P} + 0.2 \frac{P}{4 Q - P} \cdots\right] \ldots\ldots (10a)$$

Formulas (7) to (10) are rapidly converging series. For instance, $P = 0.5Q$, that is, the actual axial load equal to one-half of the critical axial load, gives the following values of $\frac{M'}{M}$, when two, three, or four, etc., terms of each series are included:

From Formula (7): 1.811, 1.816, 1.817, 1.817, ...
From Formula (8): 2.032, 2.030, 2.030, ...
From Formula (9): 2.216, 2.173, 2.181, 2,179, 2.180, ...
From Formula (10): 1.608, 1.630, 1.634, 1.635, 1.635, ...

The approximation obtained with the current approximate Formulas (1), (2a), and (2b), will now be examined in a typical case. Consider a hinged-end column loaded by a concentrated transverse force at the center. In that case, $\frac{\beta}{\alpha} = 12$. This value corresponds to $\mu = \frac{12}{\pi^2}$ in Formula (2a). The deviations from the exact values are then in percentage:

For $\frac{P}{Q}$ .... =	0.2	0.5	0.9	1.0 (limiting case):
Deviations by using Formulas (1) and (2a)............ =	— 1%	— 7%	— 54%	— 100%
Deviations by using Formula (2b) ... =	+ 4%	+ 10%	+ 20%	+ 23%

This comparison bears out the desirability of a revision of the current formulas. It must be stated, though, that, on account of the rapid variations

of M' when $\frac{P}{Q}$ approaches unity, the great deviations when $\frac{P}{Q} = 0.9$ or 1.0 are of comparatively less significance than the errors at smaller values of $\frac{P}{Q}$.

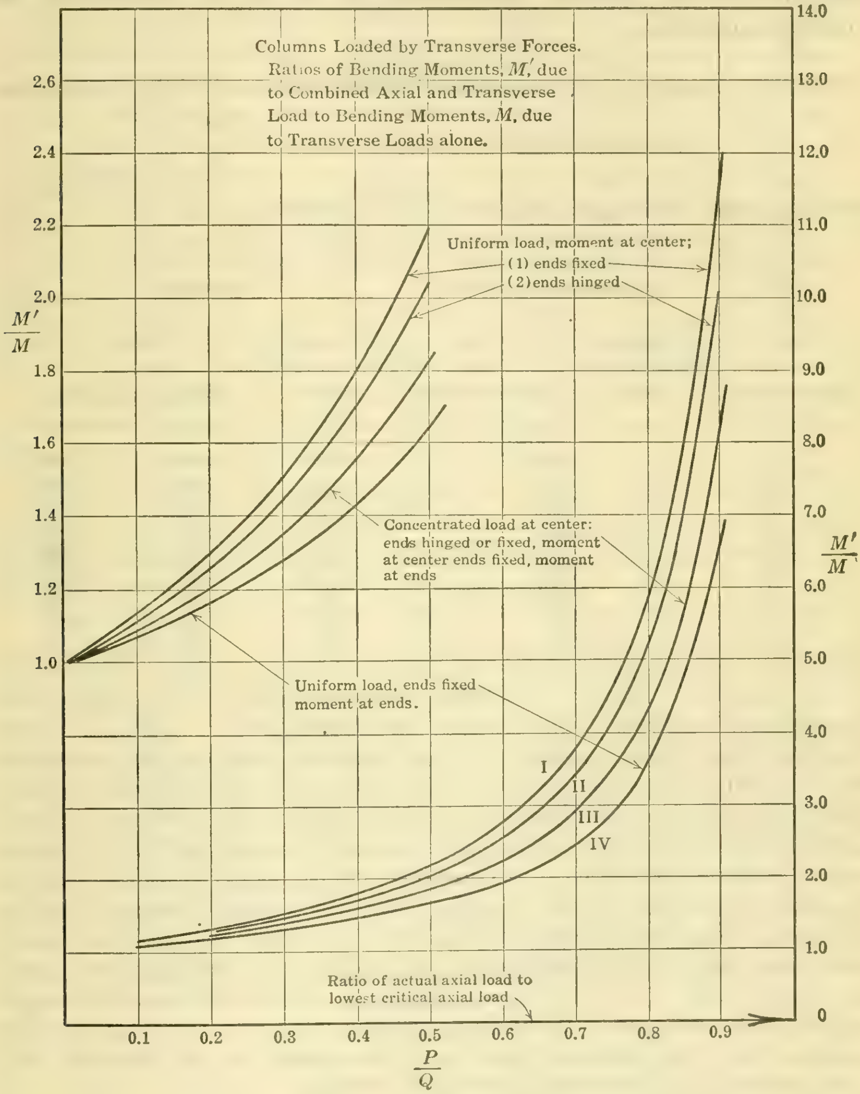


FIG. 3.

6.—Tabulated Numerical Results.—Graphs.—Table 2 is computed by Formulas (7) to (10). Fig. 3 represents the same data graphically.

7.—A More General Formula from Which the Preceding Formulas Have Been Derived.—The notation given in Article 3 is here supplemented, as follows:

Q_1, Q_2, $Q_3 \ldots Q_n \ldots$ = series of critical axial loads at which buckling (astatic elastic equilibrium) can take place. Q_1 is equal to Q in the preceding formulas. When both ends are fixed or both ends hinged, and when the cross-section is constant, then $Q_n = n^2 Q$. As mentioned in the Introduction, the neutral or astatic equilibria corresponding to the higher critical loads are unstable equilibria.

TABLE 2.—RATIOS, $\frac{M'}{M}$, OF TOTAL MOMENTS TO MOMENTS DUE TO TRANSVERSE LOADS ALONE FOR VARIOUS VALUES OF $\frac{P}{Q}$.

P = axial load ; for hinged ends, $Q = \frac{\pi^2 E I}{l^2}$; for fixed ends, $Q = \frac{4 \pi^2 E I}{l^2}$.

Load:	Concentrated at Center.		Distributed.		
Ends:	Hinged.	Fixed.	Hinged.	Fixed.	
Moment at:	Center.	Ends or center.	Center.	Center.	Ends.
$\frac{P}{Q}$ = 0	1.000		1.000	1.000	1.000
0.1	1.091		1.114	1.129	1.073
0.2	1.205		1.257	1.290	1.163
0.3	1.351		1.442	1.502	1.277
0.4	1.546		1.686	1.782	1.428
0.5	1.817		2.030	2.18	1.636
0.6	2.223		2.545	2.78	1.95
0.7	2.901		3.405	3.78	2.46
0.8	4.25		5.13	5.79	3.48
0.9	8.31		10.29	11.87	6.52
1.0	∞		∞	∞	∞

M_1, M_2, $M_3 \ldots M_n \ldots$ = bending moments in the column which have the following properties: First, each of the moments, $M_1 \ldots\ldots M_n \ldots\ldots$, is a function of the distance measured along the column, and may be represented by a diagram having the length of the column as a base; second, the diagram, M_n, is the moment diagram at a certain stage of the buckling or astatic action in which Q_n is the critical load; it is easily verified that if M_n is such a moment diagram, belonging to the buckling action the critical load of which is Q_n, then M_n multiplied by any constant factor will be another moment diagram belonging to the same buckling action, with the critical load Q_n; the greater this factor, the further progressed is the stage of this buckling; and, third, the moments, $M_1 \ldots M_n \ldots$, are so chosen by properly choosing the stages of buckling under each of the loads $Q_1 \ldots Q_n \ldots$, respectively, that the total moment due to the transverse loads may be expressed by the following relation, which is to apply at all points of the column:

$$M = M_1 + M_2 + \ldots\ldots + M_n + \ldots\ldots\ldots\ldots\ldots \quad (11)$$

It will be shown later that it is possible, in general, to do this. When it is possible to establish the relation, Formula (11), it may be done by mutiplying any set of moment diagrams which are proportional to M_1, M_2, $\ldots M_n \ldots$ and which are produced in astatic actions, by a proper set of factors.

The more general formula from which Formulas (7) to (10) have been derived, will now be indicated. The derivation of the formula will follow later (Part IV). The formula has a wide field of application, but will appear in Part IV as a special case of a still more general formula which applies to any heterostatic action. The formula applies primarily to those cases of axially and transversally loaded straight columns in which the supports do not absorb any elastic energy, that is, it applies, for example, when the ends are fixed or simply supported (hinged), or when one end is free and the other end fixed, and also when there are inelastic supports at intermediate points. The formula also applies in general even when the supports are elastic, but in that case some qualifications must be introduced as to the make-up of the functions, $M_1 \ldots\ldots M_n \ldots\ldots$ This result will follow from the general theory in Part IV. The formula applies whether the cross-section is constant or varies, or whether the axial load is applied at the ends or at other points. The formula is:

$$M' = M + M_1 \frac{P}{Q_1 - P} + M_2 \frac{P}{Q_2 - P} + \ldots\ldots + M_n \frac{P}{Q_n - P} + \ldots\ldots \quad (12)$$

The essential difficulty in the use of Formula (12) lies in the determination of the functions, $M_1 \ldots\ldots M_n \ldots\ldots$ The writer will now show how these difficulties are overcome in various specific cases.

8.—Deriving the Specific Formulas from the General Formula.—The formulas applying to the four cases in Fig. 2 will now be derived from the general Formula (12). The cross-section is again assumed to be constant, and the same typical method will be seen to apply in all four cases.

Case I.—Hinged-end column, carrying a concentrated transverse load at the center (Fig. 2 (I)): The formula which is to be derived is Formula (7). The derivation of the approximate Formula (3) from Formula (7) was indicated in Article 5.

The first step is to find the deflections and the bending moments in the buckling actions in which Q_1, $Q_2 \ldots\ldots Q_n \ldots\ldots$ are the critical loads. To the critical load, Q_n, corresponds a buckling curve or curve of deflections consisting of n half waves. From the theory of columns, as given in texts on Mechanics of Materials, this curve is known to be a sine wave. The bending moments are found as the second derivatives of the deflections multiplied by the constant factor, $\pm EI$. It follows also that the moment diagram, M_n, will be shaped as a sine curve with n half waves. Let x be the distance measured along the column from the lower end; then the equation for M_n may be written:

$$M_n = C_n \sin\left(\frac{n \pi x}{l}\right) \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots \quad (13)$$

where C_n is a constant. The bending moment, M, due to the transverse load alone, should now be expressed in the form of the series, $M = \Sigma M_n$ (Formula (11)). M is given by the triangular moment diagram in Fig. 2 (I). The series, ΣM_n, is a trigonometric series. From the theory of Fourier series* it is known that any diagram can be represented by an infinite trigonometric series (Fourier series). It is possible, therefore, to find a set of constants, C_n,

* For instance, Byerly, "Harmonic Functions", 4th ed. (1906).

which, introduced into Formula (13), make $M = \Sigma\, M_n$. From the theory of Fourier series we have:

$$C_n = \frac{2}{l} \int_0^l M \sin\left(\frac{n\,\pi\,x}{l}\right) d\,x \qquad (14)$$

Substituting the values for M given in Fig. 2 (I), integrating, and forming the expressions for M_n, we find:

$$\text{for } n \text{ even, } M_n = 0$$

$$\text{for } n \text{ uneven, } M_n = (-1)^{\frac{n-1}{2}} \frac{8\,M_c}{\pi^2\,n^2} \sin \frac{n\,\pi\,x}{l}.$$

Hence, the series for M may be written:

$$M = \Sigma\, M_n = M_c \left[\frac{8}{\pi^2} \sin \frac{\pi\,x}{l} - \frac{8}{\pi^2} \frac{1}{3^2} \sin \frac{3\,\pi\,x}{l} + \frac{8}{\pi^2} \frac{1}{5^2} \sin \frac{5\,\pi\,x}{l} - \ldots\ldots \right]$$

The expressions for M_n appear in this series with the constant factor M_c. By substituting these expressions for M_n in Formula (12) and by putting $Q_n = n^2 Q$, the following formula is found for the moment, M', produced at any point, under the combined influence of the transverse and the axial load:

$$M' = M + M_c \left[\frac{8}{\pi^2} \frac{P}{Q - P} \sin \frac{\pi\,x}{l} - \frac{8}{\pi^2} \frac{1}{3^2} \frac{P}{9\,Q - P} \sin \frac{3\,\pi\,x}{l} \right.$$

$$\left. + \frac{8}{\pi^2} \frac{1}{5^2} \frac{P}{25\,Q - P} \sin \frac{5\,\pi\,x}{l} - \ldots\ldots\ldots\ldots \right]$$

We are particularly interested in the maximum moment, which occurs at the center. At that point, n uneven gives $\sin \frac{n\,\pi\,x}{l} = \pm 1$. The substitution of these values, ± 1, in the foregoing equation for M' leads directly to Formula (7) which was to be derived.

The other cases, II, III, and IV, in Fig. 2, for which special formulas have been given, can be treated in a similar manner. In all cases the moment diagrams, M_n, in pure buckling action (astatic action) are trigonometric diagrams, and the series, $\Sigma\, M_n$, are Fourier series which represent the triangular and parabolic moment diagrams given in Fig. 2. Each of these cases will now be discussed.

Case II.—Column with fixed ends, and with a transverse load at the center: In the deflected curve, the quarter points will be points of inflection. The column will be in equilibrium when the middle-half is bent according to the laws applying to the whole length in Case I, and the outer quarters of the length will be bent into the same shape as the middle quarters. It follows that Formula (7) applies also to this case and expresses both the moments at the ends and at the center.

Case III.—Hinged ends, uniform transverse load: Formulas (13) and (14) apply also to this case, only, the values of M are to be taken from the parabolic moment diagram. M_n is found to be:

$$\text{for } n \text{ even, } M_n = 0$$

$$\text{for } n \text{ uneven, } M_n = \frac{32\,M_c}{\pi^3\,n^3} \sin \frac{n\,\pi\,x}{l}$$

The substitution of these values, with $x = \frac{l}{2}$, in the general Formula (12), leads to Formula (8).

Case IV.—Fixed ends, uniform transverse load: When the distance, x, is measured from the center, we find:

$$M = M_0 \left(\frac{1}{3} - \frac{4\,x^2}{l^2}\right)$$

where,

$$M_0 = 3\,M_c = -\,1.5\,M_e$$

M_n takes the form:

$$M_n = C_n \cos n \left(\frac{2\,\pi\,x}{l}\right)$$

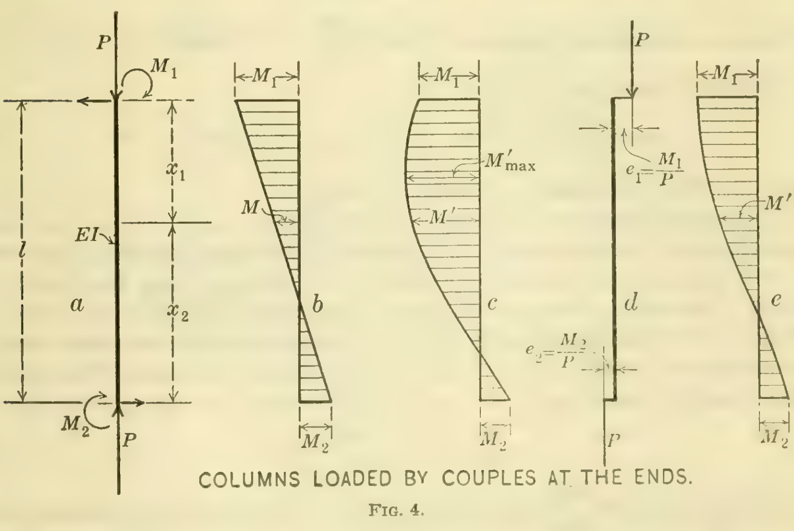
where, by the theory of Fourier series:

$$C_n = \frac{2}{l} \int_{-\frac{l}{2}}^{+\frac{l}{2}} M \cos n \left(\frac{2\,\pi\,x}{l}\right) d\,x$$

After integration, we find in this manner:

$$M_n = (-1)^{n-1} \frac{4\,M_0}{\pi^2\,n^2} \cos \frac{n\,2\,\pi\,x}{l}$$

Substitution of these values in the general Formula (12), with $x = 0$ and $x = \frac{l}{2}$, leads to Formulas (9) and (10).



COLUMNS LOADED BY COUPLES AT THE ENDS.

FIG. 4.

9.—*Columns Loaded by Couples at the Ends.*—The column in Fig. 4 (a) carries a central axial load, P, and at the same time is loaded by the couples, M_1 and M_2, which act at the ends, and are considered as positive in clockwise direction. The cross-section is assumed to be constant. This problem may be

treated by means of the general Formula (12) in the same manner as the preceding cases, but the particular conditions of the present problem allow a rather simple direct solution, which will now be indicated.* Let the notation for distances be as shown in Fig. 4 (*a*). The moment diagram produced by the couples alone is shown in Fig. 4 (*b*). In the combined bending and buckling action the resultant moment diagram may shape itself as shown in Fig. 4 (*c*). Evidently, the same action might be produced by the forces, P, alone, namely, when they are applied with the eccentricities indicated in Fig. 4 (*d*).

The particular object is to find the maximum values of the moments, M'. This may be done as follows: M' is expressed in terms of M_1, M_2, x_1, and P, and the deflections, y. The expression formed in this manner is substituted in the flexure equation, $E\,I\,\frac{d^2 y}{d\,x_1{}^2} = -\,M'$, which is then integrated, whereupon M' is found by a double differentiation. The quantities are introduced:

$$Q = \frac{\pi^2\,EI}{l^2} = \text{lowest critical axial load when ends are hinged;}$$

and,

$$k = \frac{P}{Q}$$

The formula found for M' at any point is then:

$$M' = \frac{M_1 \sin \pi \left(\frac{x_2}{l}\right) \sqrt{k} - M_2 \sin \pi \left(\frac{x_1}{l}\right) \sqrt{k}}{\sin \pi \sqrt{k}} \qquad (15)$$

M' becomes maximum or minimum when $\frac{d\,M'}{d\,x_1} = 0$. Since, $d\,x_1 = -\,d\,x_2$, the derivative becomes zero when,

$$\cos \pi \left(\frac{x_2}{l}\right) \sqrt{k} + \left(\frac{M_2}{M_1}\right) \cos \pi \left(\frac{x_1}{l}\right) \sqrt{k} = 0 \qquad (16)$$

Formula (16) is adaptable to graphical solution.

It may happen that no solution of Formula (16) occurs within the length of the column. In that case, if M_2 is numerically smaller than M_1, the moment, M', will decrease on the whole length of the column from the top to the bottom. The case is represented in Fig. 4 (*e*), where the value, M_1, of the end moment is the greatest value of M'. The case occurs when the axial load, P, is comparatively small, that is, when k is comparatively small. The limiting case is found by inserting $x_1 = 0$, $x_2 = l$ in Formula (16), whereby we find,

$$\cos \pi \sqrt{k} + \frac{M_2}{M_1} = 0 \qquad (17)$$

For each value of $\frac{M_2}{M_1}$ between $+\,1$ and $-\,1$ a corresponding limiting value of $k = \frac{P}{Q}$ may be found from Formula (17). At and below this limiting

* For the derivation of the deflected curve see A. Ostenfeld, "Teknisk Elasticitetslære", 3d ed. (1916), p. 452. The case is important with regard to the question of shearing stresses in columns (*ibid*, p. 453).

value, we have max. $M' = M_1$. Above the limiting value of k, the values of x_1 and x_2 found from Formula (16), are to be substituted in Formula (15), thereby giving a value of max. M'.

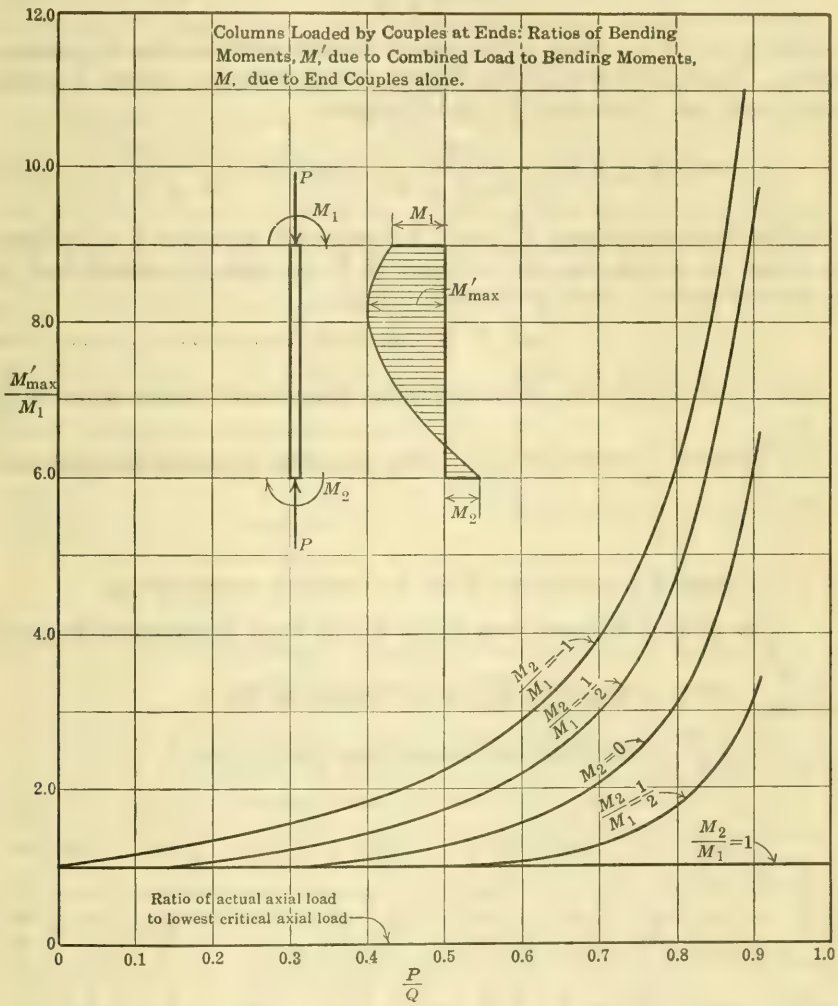


FIG. 5.

Three special cases will be examined, namely, $M_2 = -M_1$, $M_2 = 0$, and $M_2 = M_1$ respectively. First, assume $M_2 = -M_1$: In this case the moment due to the end couples alone is constant throughout the length. The case may be produced by eccentric loading with the same eccentricity, to the same side, at the top, and at the bottom. Formula (16) gives, in this case, $x_1 = x_2 = \frac{l}{2}$,

that is, as would be expected, the greatest moment occurs at the center. Formula (15) gives then:

$$\text{max. } M'_{M_2 = -M_1} = \frac{2\ M_1 \sin \frac{\pi}{2} \sqrt{k}}{\sin \pi \sqrt{k}} = M_1 \sec \frac{\pi}{2} \sqrt{k} \ldots\ldots (18)$$

This equation is a form of the secant formula which applies to eccentric loading. The second special case, $M_2 = 0$, occurs when the column is hinged at the lower end. Formulas (15) and (16) give:

$$\text{max. } M'_{M_2 = 0} = \frac{M_1}{\sin \pi \sqrt{k}} \text{ at point } x_2 = \frac{l}{2 \sqrt{k}} \ldots\ldots (19)$$

In the third special case, $M_1 = M_2$, Formula (17) gives $k = 1$ as the limiting value. It follows that for all values of P less than the critical load, Q, the greatest moment occurs at the ends, that is,

$$\text{max. } M'_{M_2 = M_1} = M_1 \ldots\ldots\ldots\ldots\ldots\ldots (20)$$

Table 3 gives solutions of the preceding formulas for various values of $\frac{M_2}{M_1}$ and for values of $\frac{P}{Q}$ between 0 and 1. The same data are presented graphically in Fig. 5.

TABLE 3.—Columns Bent by Couples at the Ends.

$\frac{x_1}{l}$ = Ratio of Distance from Upper End to Point of Maximum Moment;

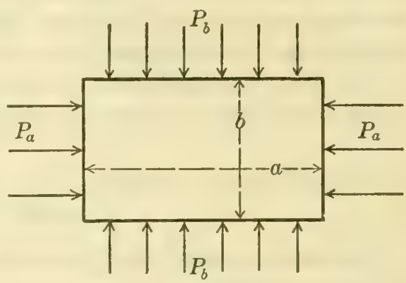
$\frac{M'}{M_1}$ = Ratio of Maximum Moment to Moment at Top;

$Q = \frac{\pi^2 EI}{l^2}$; otherwise, the notation is as given in Fig. 5.

$\frac{P}{Q}$	$M_2 = -M_1$		$M_2 = -\frac{1}{2} M_1$		$M_2 = 0$		$M_2 = \frac{1}{2} M_1$		$M_2 = M_1$	
	$\frac{x_1}{l}$	$\frac{M'}{M_1}$	$\frac{x_1}{l}$	$\frac{M'}{M_1}$	$\frac{x_1}{l}$	$\frac{M'}{M_1}$	$\frac{x_1}{l}$	$\frac{M'}{M_1}$	$\frac{x_1}{l}$	$\frac{M'}{M_1}$
.0	....	1.00	0	1	0	1	0	1	0	1
0.1	0.5	1.14	0	1	0	1	0	1	0	1
0.111	....	....	0	1.00	......	......	....	....	....	....
0.2	0.5	1.31	0.23	1.06	0	1	0	1	0	1
0.25	....	....	....	....	0	1.00	....	....	....	....
0.3	0.5	1.54	0.34	1.20	0.09	1.01	0	1	0	1
0 4	0.5	1.83	0.39	1.41	0.21	1.09	0	1	0	1
0.444	....	....	....	....	......	......	0	1.00	....	....
0.5	0.5	2.25	0.43	1.72	0.29	1.26	0.06	1.01	0	1
0.6	0.5	2.89	0.45	2 18	0 35	1.54	0.16	1.08	0	1
0.7	0.5	3.94	0.47	2.96	0.40	2.04	0.25	1.25	0	1
0.8	0 5	6.06	0.48	4.55	0.44	3.07	0.33	1.69	0	1
0.9	0.5	12.5	0.49	9.35	0.47	6.25	0.42	3.20	0	1
1.0	0.5	∞	0.50	∞	0.50	∞	0.50	∞	....	∞ ∞

III.—Slabs and Similar Structures.

10.—Formulas Applying to Rectangular Homogeneous Slabs.—A rectangular slab may buckle under the influence of loads at the edges acting in the original plane of the slab. Two examples of this kind were mentioned in the Introduction (Fig. 1, (K) and (L)). In the one case, the load was perpendicular to the edge, in the other parallel to the edge. Until the deflections have become quite large, the action is a typical astatic elastic action (pure buckling). Loads from the side, perpendicular to the slab, acting alone, produce orthostatic action, that is, ordinary flexure with the deformations proportional to the loads. A combination of the end loads in the plane of the slab and the side loads produces mixed or heterostatic action. When the frames of a ship are rather widely spaced, such actions may become important in the shell (deck, sides, and bottom). Cases of buckling of rectangular slabs have been analyzed by Messrs. G. H. Bryan, S. Timoshenko, and others, and reference is made to the treatments by these authors (Bibliography, Part VII, Sections A and J). The material presented by the writer will include some cases of buckling or astatic action as well as some cases of mixed or heterostatic action.



SLAB WITH BUCKLING LOADS.
Fig. 6.

Let (Fig. 6), a = longer span;

b = shorter span;

$\alpha = \frac{b}{a}$

EI = modulus of elasticity times moment of inertia of cross-section per unit width;

K = Poisson's ratio of lateral contraction to longitudinal elongation when a longitudinal load acts alone;

w = uniformly distributed load per unit area, perpendicular to the surface of the slab;

P_a = uniformly distributed compressive end load per unit width, acting at the short edges in the direction of the long span. A negative P_a represents tension;

P_b = uniformly distributed compressive end load per unit width, acting at the long edges in direction of the short span;

Q_a and Q_b = critical values of the end loads found by increasing the original values of P_a and P_b by the same ratio until buckling can take place without the aid of the surface load, w;

M = moment in slab per unit width in the orthostatic action, in which the surface load, w, is the only external load;

M' = moment in the mixed or heterostatic action in which end loads, such as P_a and P_b, act at the same time as the surface load, w;

$M'' = M' - M =$ increase of moment produced by application of the end load when the surface load is already acting;

$M_b, M'_b, M''_b =$ values of M, M', and M'' at the center of the slab, for bending in the short span, b (that is, in an element of section perpendicular to the short span, b);

$m, n =$ positive integers.

The writer will confine himself to cases in which the only end loads in the plane of the slab are those perpendicular to the edges, such as, P_a and P_b in Fig. 6. It is assumed that each rectangular panel can be treated separately, and, accordingly, only one single independent panel will be considered. The slab is assumed to be homogeneous, isotropic, and sufficiently thin so that it may begin to buckle without exceeding the elastic limit. It is also assumed that the deflections have not progressed so far as to affect the uniformity of the distribution of the pressures in the plane of the slab. The slab under consideration has simple supports along the four edges, and these supports hold the edges in the original plane of the slab.

The writer will again follow the plan of presenting results first. The derivations follow later, in Parts IV and V.

A.—Astatic Action, Buckling Due to End Loads Alone, When the Slab is Simply Supported.

An astatic (neutral) equilibrium may occur when the end loads, Q_a and Q_b, satisfy the condition:

$$\frac{m^2\, Q_a}{a^2} + \frac{n^2\, Q_b}{b^2} = \frac{\pi^2\, E\, I}{1 - K^2}\left[\frac{m^2}{a^2} + \frac{n^2}{b^2}\right]^2 \qquad (21)$$

where $m, n = 1, 2, 3 \ldots\ldots$*. The lowest critical values of Q_a and Q_b have the greatest interest, as they are the values at which the actual buckling would take place if the load was increased gradually from zero. In buckling caused by the lowest critical loads, one of the integers, m and n, is always equal to 1. The values of m and n, and the corresponding solutions of Formula (21), will now be indicated in some definite cases.

Case 1.—Square slab, $a = b$:

a.—Q_b positive, $Q_a = 0$ (compression in direction of one span only):

$$m = n = 1$$

Formula (21) gives

$$Q_b = \frac{4\, \pi^2\, E\, I}{(1 - K^2) b^2} \qquad (22)$$

b.—Q_a and Q_b both positive (both compressive loads):

$$m = n = 1$$

In this case, Formula (21) becomes,

$$Q_a + Q_b = \frac{4\, \pi^2\, E\, I}{(1 - K^2) b^2} \qquad (23)$$

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* Formula (21) was given by G. H. Bryan, *Proceedings*, London Math. Soc., v. 22 (1890), p. 57; see, also, A. E. H. Love, "Mathematical Theory of Elasticity" (1906), p. 529.

c.—Q_b positive, $Q_a = -Q_b$ (that is, Q_a is a tension equal in magnitude to the compression, Q_b). This case is of some importance because it represents the condition of pure shear in the directions of the diagonals:

$$m = 1, n = 2$$

Substitution of these values in Formula (21) gives:

$$Q_b = \frac{25\, \pi^2\, E\, I}{3\, (1 - K^2)\, b^2} \qquad \text{(24)}$$

d.—Q_b positive, $Q_a = -2Q_a$:

$$m = 1, n = 2;\ Q_b = \frac{25\, \pi^2\, E\, I}{2\, (1 - K^2)\, b^2}$$

e.—General case, Q_b positive, ratio $\frac{Q_a}{Q_b}$ any value:

$$m = 1;\ Q_b = \frac{\pi^2\, E\, I}{(1 - K^2)\, b^2}\ \frac{(n^2 + 1)^2}{n^2 - \left(-\frac{Q_a}{Q_b}\right)} \qquad \text{(25)}$$

$$n = 1 \text{ when } -\frac{Q_a}{Q_b} < 0.43$$

$$n = 2 \text{ when } 0.43 < -\frac{Q_a}{Q_b} < 2.33$$

$$n = 3 \text{ when } 2.33 < -\frac{Q_a}{Q_b} < 5.30$$

Case 2.—Rectangular slab, $a > b$. $Q_a = 0$, that is, the load is in the direction of the short span only:

$$m = n = 1;\ Q_b = \frac{\pi^2\, E\, I\, (1 + \alpha^2)^2}{(1 - K^2)\, b^2} \qquad \text{(26)}$$

It is noted that the limiting case, $\alpha = 1$, leads to Formula (22). $\alpha = 0$, that is $a = \infty$, and Poisson's ratio, $K = 0$, gives the usual Euler formula for columns, $Q = \frac{\pi^2\, E\, I}{b^2}$.

Case 3.—Rectangular slab, $a > b$. $Q_b = 0$, that is, the load is in the direction of the long span only:

$$n = 1;\ Q_a = \frac{\pi^2\, E\, I}{(1 - K^2)\, b^2}\ \frac{(m^2\, \alpha^2 + 1)^2}{m^2\, \alpha^2} \qquad \text{(27)}$$

When $\frac{1}{\alpha}$ is an integer, then $m = \frac{1}{\alpha}$. Otherwise m = either the nearest integer above or the nearest integer below $\frac{1}{\alpha}$. This result may be proved by considering m as varying continuously; then Q_a in Formula (27) is found to have a minimum when $m = \frac{1}{\alpha}$. This result means physically that in the buckling of the center line of the long span, the half-wave length (distance between points of inflection) has a tendency to become equal to the shorter

span of the slab. Under any circumstance, $m\ \alpha = 1$ substituted in Formula (27) defines a lower limit of the critical load, namely,

$$Q_a = \frac{4\ \pi^2\ E\ I}{(1 - K^2)\ b^2} \ldots\ldots\ldots\ldots\ldots\ldots (27a)$$

In most cases Formula (27*a*) would replace Formula (27) with good approximation.

Case 4.—General case: Rectangular slab, $b < a$, $\frac{Q_a}{Q_b}$ = any value. The general Formula (21) is to be used. It was stated that in order to obtain the lowest critical loads one of the integers, m and n, must always be equal to 1. The following rule applies:

$$m = 1 \text{ when } \frac{Q_a}{Q_b} < 0.5,\ Q_b > 0;$$
$$n = 1 \text{ when } Q_a \geqq 0.$$

The general Formula (21) is the equation of a straight line in the coordinate system, Q_a, Q_b (Fig. 7). By keeping m constant, but varying n, a set of straight lines is obtained all of which are tangents to the same parabola with the axis parallel to the Q_a-axis. In the same way, variation of m while n is kept constant, gives a set of tangents to a parabola with the axis parallel to the Q_b-axis. Two such sets of tangents, one for $m = 1$ and one for $n = 1$, form a polygon which defines the lowest critical values, Q_a and Q_b, for all ratios, $\frac{Q_a}{Q_b}$. The two parabolas pass through the origin with their tangents making angles of 45° with the axes. The parabolas are open backward and downward. Fig. 7 shows the parabolas for the cases of the square slab, $a = b$, and the rectangular slab, $a = 2\ b$. The vertices of the polygons represent conditions under which two different buckling waves may be superimposed, one on the other, so that a double, neutral equilibrium occurs at those particular loads.

B.—Orthostatic Flexure, Bending Without End Loads in the Plane of the Slab, the Slab Being Simply Supported Along the Four Edges.

The surface load, w, is acting, but there are no pressures from the ends. It will be assumed temporarily that Poisson's ratio, K, of lateral contraction to longitudinal stretch is zero. The moment at the center in Span b is then found to be given approximately by the following formula:

$$M_b = \frac{\frac{1}{8}\ w\ b^2}{1 + \alpha^2 + 1.4\ \alpha^4} \ldots\ldots\ldots\ldots\ldots\ldots (28)$$

In a slab which is square or nearly square greater moments occur along and across the diagonals at the corners than at the center. Formula (29) may be used with advantage in many cases. It gives a reasonable approximation to the maximum moment in the slab. In slabs which are nearly square, it gives somewhat too low stresses, but a slight local yielding at the corners

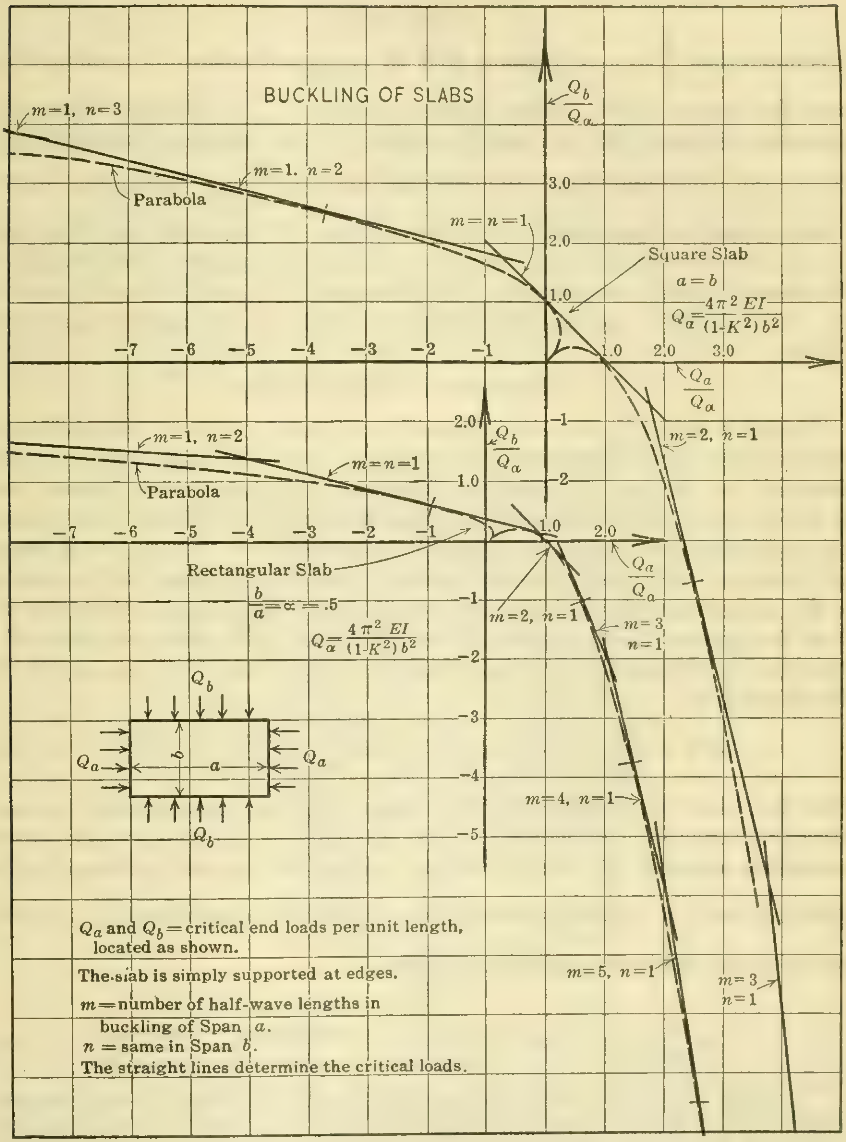

BUCKLING OF SLABS
m=1, n=3
m=1. n=2
Parabola
m=n=1
Square Slab
a=b
Q_α = 4π² EI / (1-K²) b²
Q_b / Q_α
Q_a / Q_α
m=2, n=1
m=1, n=2
m=n=1
Parabola
Rectangular Slab
b/a = α = .5
Q_α = 4π² EI / (1-K²) b²
m=3 n=1
m=4, n=1
m=5, n=1
m=3 n=1
Q_a and Q_b = critical end loads per unit length, located as shown.
The slab is simply supported at edges.
m = number of half-wave lengths in buckling of Span a.
n = same in Span b.
The straight lines determine the critical loads.

Fig. 7.

will re-distribute the stresses until values almost similar to those given by the formula are obtained:*

$$M = \frac{\frac{1}{8} w b^2}{1 + 2\alpha^3} \quad \text{.......................... (29)}$$

It is noted that $\frac{b}{a} = \alpha = 1$ would give $M = \frac{1}{24} w b^2$, which is a value often used for square slabs. When Poisson's ratio, K, is different from zero, Formulas (28) and (29) indicate the product of the curvature (second derivative of the deflections) times the stiffness ratio, $\frac{E I}{(1 - K^2)}$. According to the "strain theory" of rupture—St. Venant's theory—$E I$ times the curvature will be the moment quantity indicating the tendency to rupture. Accordingly, if this theory could be assumed to hold, Formulas (28) and (29) multiplied by $(1 - K^2)$ could be used as "theoretical moments" measuring the nearness of rupture.

C.—Heterostatic (Mixed) Action.

Poisson's ratio, K, is again assumed to be equal to zero. The difference brought about by Poisson's ratio not being zero is of the same nature as that described for the case of orthostatic flexure. An approximate formula will be indicated for the additional bending moment, M''_b, in Span b at the center. The approximation is close only when the combination $m = n = 1$ in Formula (21) leads to the lowest critical end loads, Q_a and Q_b. Formula (30) is similar to the approximate formulas mentioned previously for columns. It is derived from the general theory which follows later (Part IV), with use made of a solution of a differential equation of flexure given in Part V (Formula (150)). The formula is:

$$M''_b = \frac{16}{\pi^4} \frac{w b^2}{(1 + \alpha^2)^2} \frac{P_a}{Q_a - P_a} = \frac{16}{\pi^4} \frac{w b^2}{(1 + \alpha^2)^2} \frac{P_b}{Q_b - P_b} \quad \text{.... (30)}$$

This value is to be added to M_b in Formula (28), and gives thereby the combined moment, M'_b. It will be on the safe side to compute a value of the maximum moment, M', at any point by adding M''_b to the maximum orthostatic moment, M. Taking M from Formula (29) and substituting $\frac{16}{\pi^4} = 0.164$, the combined maximum moment one finds:

$$M'_{\text{max.}} = M + M'' = \frac{\frac{1}{8} w b^2}{1 + 2\,\alpha^3} + \frac{0.164\, w\, b^2}{(1 + \alpha^2)^2} \frac{P_a}{Q_a - P_a} \quad \text{..... (31)}$$

* Formula (28) follows rather closely values given by A. Nádai, in "Die Formänderungen und Spannungen von rechteckigen elastischen Platten", *Mitteilungen* über Forschungsarbeiten auf dem Gebiete des Ingenieurwesens, Vol. 170–171, table, p. 34, provided correction is made for the effect of Poisson's ratio. A formula similar to Formula (28) is indicated in a note on the design of reinforced concrete, issued by the French Council on Bridges and Roads, entitled, "Calcul des Hourdis en Béton Armé", *Annales des Ponts et Chaussées*, 1912, IV, pp. 469–529 (see in particular, p. 474). Mesnager indicates a formula which is similar to Formula (29), see his memoir, "Moments et Flèches des Plaques Rectangulaires Minces Portant une Charge Uniformément Répartie", *Annales des Ponts et Chaussées*, 1916, III, pp. 313–438 (see in particular p. 436 and Plate VII). The derivation of the differential equation of flexure, on the solutions of which these analyses depend, is indicated in Part V, Article 31, of this investigation.

Formula (31) applies with the same limitations as Formula (30). In the case of a square slab, we have $\alpha = 1$. In that case, Formula (31) gives:

$$M'_{\text{max.}} = \frac{1}{24} w\, b^2 + 0.041\; w\, b^2 \frac{P_a}{Q_a - P_a}$$

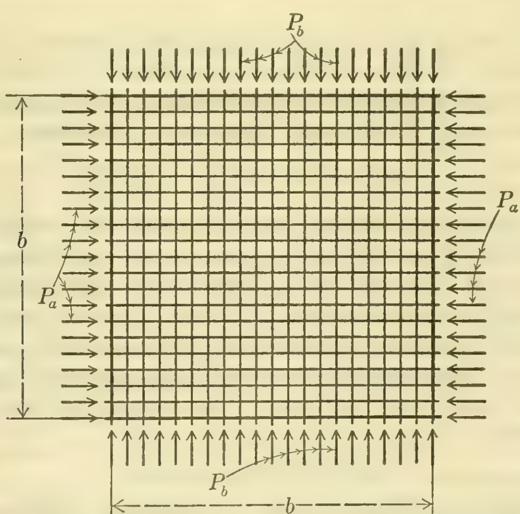
that is, with sufficiently close approximation,

$$M'_{\text{max.}} = \frac{w\, b^2}{24} \frac{Q_a}{Q_a - P_a} \quad \text{.................. (32)}$$

When one of the integers m and n is different from 1, Formulas (30), (31), and (32), with Q_a and Q_b taken as the lowest critical loads, will lead to values which are in most cases decidedly higher than the actual values. However, in all such cases, as well as in those in which Formulas (30) to (32) apply, Formula (33) will be on the safe side, or only slightly on the unsafe side:

$$M' = M \frac{Q_a}{Q_a - P_a} \quad \text{......................(33)}$$

Formula (33) has the same form as the current approximate Formula (2b) in Article 3 and Formula (4a) in Article 4.



DOUBLE SYSTEM OF CROSSING BEAMS WITH BUCKLING LOADS.

FIG. 8.

11.—Formulas Applying to a Double System of Crossing Beams Connected at Cross-Points.—Fig. 8 shows two systems of beams crossing one another at right angles and arranged in a square. The beams are simply supported at the edges of the square so that these edges must remain in their original plane. The beams are connected at the cross-points so as to make the deflections of the two beam systems the same without causing any torsional moments in the beams. A great number of beams are assumed, uniformly spaced and with uniform stiffness. The end loads on each beam system are evenly distributed, and are transmitted directly to each beam as axial loads, so as to give a

constant total axial pressure in any section of any beam. The structure resembles a slab, but the difference lies in the lack of torsional resistance in the double-beam system. This quality is demonstrated by the fact that one could lift one of the corners out of the original plane, and thereby produce a double curved surface, without putting stresses in any of the beams. It may be interesting to investigate this case for the purpose of comparison with the homogeneous slab. A square concrete slab with reinforcing bars parallel to the edges has properties intermediate between those of the homogeneous slab and those of the double-beam system, and the resistance of two-way reinforced concrete against buckling might be estimated by comparison with the two extreme cases.

The same notation will be used as in Article 10. The loads, moments, and the stiffness factor, $E\,I$, are indicated per unit width of section. It will be assumed that the spacing of the beams is so close that the area elements of the structure may be considered as continuous.

A.—Astatic Action.

The general formula for buckling, to be compared with Formula (21) in Article 10, is

$$m^2\,Q_a + n^2\,Q_b = \frac{\pi^2\,E\,I\,(\,m^4 + n^4\,)}{b^2} \qquad \text{(34)}$$

When Q_a and Q_b are both positive, the buckling at the lowest load is represented by $m = n = 1$. In this case, Formula (34) becomes:

$$Q_a + Q_b = \frac{2\,\pi^2\,E\,I}{b^2} \qquad \text{(35)}$$

Formula (35) should be compared with Formula (23) which applies to the homogeneous slab. When EI is the same in the two formulas, and K in Formula (23) is zero, Formula (35) is seen to give only one-half the value of the critical loads found by Formula (23), that is, under those circumstances, elimination of the torsional resistance in a square slab cuts the buckling resistance in two. The resistance to a load in one direction only is still twice the critical load which would be found if the supporting edges parallel to the load were removed.

B.—Orthostatic Flexure.

The surface load, w, acting alone, gives a maximum bending moment, occurring at the center, equal to

$$M_{\text{max.}} = 0.077\;w\,b^2 \qquad \text{(36)}$$

(to be compared with $0.037\;wb^2$ in the square homogeneous slab, as given by Formula (28) with $\alpha = 1$). The method of deriving Formula (36) will be indicated in Part V.

C.—Heterostatic Action.

When $m = n = 1$ gives the smallest values of Q_a and Q_b in Formula (34), Formula (37) may be used for the moment at the center per unit width:

$$M'_{\text{max.}} = 0.077\;w\,b^2\,\left(1 + 1.07\;\frac{P_a}{Q_a - P_a}\right) \qquad \text{(37)}$$

(to be compared with Formula (32) applying to the homogeneous slab).

IV.—General Theory of Structural Actions in which the Stresses are not Proportional to the Loads, although Hooke's Law Applies in Each Element of the Structure, and although the Deformations are Small.

12.—The Energy Equation, the Loads, and the Parameters.—In the Introduction, Article 1, definitions were given of three general types of elastic action: Orthostatic or regular action, in which the stresses are proportional to the loads; astatic action in which pure buckling occurs; and heterostatic or mixed action. In the two latter types of action, the stresses are not, in general, proportional to the load. The two assumptions common to all cases considered are recalled, namely, that Hooke's law of proportionality of stresses and strains applies in each structural element, and that the deformations are small. It is now proposed to investigate some of the general features of astatic and heterostatic actions. The energy principle, or the principle of least action, is found to be particularly effective for this purpose. This principle makes it possible to express the conditions of equilibrium by one condition or equation—the energy equation. The following notation will be used:

Let U = total internal elastic energy stored in the structure by the deformation, or, the elastic potential energy of the structure. This quantity is called by many writers the resilience* of the structure, and this term will be used in this paper.

P = external load in the generalized sense, or "generalized force". P is a quantity which may represent one force or a group of forces acting on the structure. When all the forces in this group are increased by a certain proportion, this increase is represented by an increase of P by the same proportion. P, therefore, is a quantity measuring the intensity of load in the whole group of forces. The load, P, is the "generalized force" which was introduced by Lagrange in his general equations of dynamics.

δ = displacement in the direction of the load, P. If P is a single force, δ is the component of the linear displacement of the point where P is applied, in the direction of P. If P represents a group of forces, δ is such a quantity that $P\delta$ is the work done by the load, P, while the elastic displacements increase from zero to their final values, P being constant during this process. For example, if P is a torque (couple), δ is the angular rotation (in radians) of the structural part on which the couple is acting. If the load, P, consists of two forces each equal to P, acting against one another at the end points of a certain

* In Johnson's "Materials of Construction", 1919 edition, p. 38, resilience is defined as "the work which a body can do in springing back after a deforming force has been removed". The present use of the term is in accordance with this definition. See, also, A. E. H. Love, "Mathematical Theory of Elasticity", 1906 edition, p. 170, and J. A. Ewing "Strength of Materials", 1906 edition, p. 15. There has been some disagreement as to the use of the term, resilience; for example, E. S. Andrews ("Strength of Materials", 1915, pp. 33, 272) uses the term in the sense of energy per unit volume.

distance, δ is the shortening of this distance. If the load, P, consists of two forces each equal to $\frac{1}{2}P$, acting against one another at the end points of a certain distance, δ is one-half the shortening of the distance, because only then could $P\delta$ be equal to the work of the load. If the load, P, consists of the individual forces, $P_1, P_2, \ldots\ldots P_n\ldots\ldots$, in the direction of which the displacements are, $\delta_1, \delta_2, \ldots\ldots \delta_n \ldots\ldots$, δ is found from the equation $P\delta = \Sigma P_n \; \delta_n$. In Lagrange's dynamics, δ is the generalized displacement, or, the change of a generalized co-ordinate.

L = the difference between the internal energy or resilience of the structure and the work which is done by the external forces during the deformation, if the external forces remain constant during this process. That is, when P is the only load, $L = U - P\delta$. L may then be considered as the total potential energy of the structure and loads.

$u_1, u_2 \ldots\ldots u_m \ldots\ldots u_n \ldots\ldots$ = parameters of the structure which define the elastic displacements, or, in terms of Lagrange's dynamics, "generalized co-ordinates" of the structure. Unless otherwise stated, zero displacements correspond to $u_1 = u_2 \ldots\ldots = u_m \ldots\ldots u_n \ldots\ldots = 0$. Definite values assigned to each of the parameters will define completely the elastic changes of shape, that is, the displacements are functions of the parameters, u. In most cases, the number of parameters is infinite. In the case of an originally straight, incompressible, but flexible column, the constants in the Fourier series, expressing the deflections in terms of the distance along the column, may be used as parameters (compare Article 8) and they constitute a complete set. U and δ are functions of the parameters.

The general condition of equilibrium when P is the only load, may now be written:

$$L = U - P\delta = \pm \text{ min.} \qquad (38)$$

The $\pm$ min. stands for "minimum or maximum or condition of zero derivatives". A minimum of L corresponds to a stable equilibrium, a maximum to an unstable equilibrium. Since the cases of stable equilibrium, giving a minimum, are the more important—in orthostatic action this case will be found to be the only one possible—and since the definite conditions derived by differentiation of the equation are the same whether a maximum or a minimum occurs, the condition of equilibrium in the standard form may be written:

$$L = U - P\delta = \text{min.} \qquad (39)$$

where the "minimum" on the right side is understood as a $\pm$ min., namely, usually a minimum, but, in special cases, a maximum. When the minimum occurs, Formula (39) expresses the "principle of least action". By differ-

entiating Formula (38) or Formula (39), with respect to the parameters, it will be found that:

$$\ldots\frac{\partial L}{\partial u_m} = 0 \ldots\ldots\ldots \frac{\partial L}{\partial u_n} = 0 \ldots\ldots\ldots\ldots\ldots (40)$$

giving one equation for each parameter. The set of equations, Formula (40), is a complete equivalent of the energy equation, Formula (38) or Formula (39).

13.—The Internal Actions or Generalized Stresses, and the Elastic Potential Energy or Resilience.—The stresses at any one point measure the intensity of the internal elastic action. The stresses, however, are not the only quantities which can be used for this purpose; for example, in a beam which is bent by transverse forces only, the bending moment, M, is a measure of the intensity of action in a longitudinal element of length, ds, enclosed between two consecutive cross-sections. When EI is the product of the modulus of elasticity and the moment of inertia of the cross-section, $\frac{M^2\, ds}{2\, E\, I}$ is the internal energy or resilience of the element. If, in addition, there is an axial force, P, this force gives an additional stress uniformly distributed over the area, A, of the cross-section, and creates in the same structural element an additional element of energy equal to $\frac{P^2\, ds}{2\, E\, A}$. Therefore, P is also a "quantity measuring internal action". Usually, in beams and columns, the influence of the shearing stresses on the deformations is negligible. That is, the bending moments, M, together with the axial load, P, determine completely the internal energy or resilience of the column. M and P therefore may be called stresses in the generalized sense. In the general case, the action of a structure may be described in terms of some set of "internal actions" or "generalized stresses", R, which have such properties that the element of energy is written $\frac{1}{2}\, r\, R^2\, ds$, in which r is a function of the location and s measures "extension of the structure". The total elastic potential energy or the resilience is then expressed:

$$U = \frac{1}{2}\int r\, R^2\, ds \ldots\ldots\ldots\ldots\ldots (41)$$

where the integration is to be extended over the whole structure, and is to include all the elements of energy. It is always possible to indicate quantities such as R, which give an energy expression in the Formula (41).* As in the

*Let $d\,V$ = volume element of a homogeneous isotropic elastic solid;
X, Y, Z = normal stresses in the directions, x, y, z;
S_{yz}, S_{zx}, S_{xy} = the corresponding shearing stresses;
E = modulus of elasticity;
K = Poisson's ratio of lateral contraction to longitudinal elongation.
Then, the elastic potential energy of the solid may be expressed:

$$U = \frac{1}{2}\int \Big[\frac{1}{E}\,(X^2 + Y^2 + Z^2) - \frac{2\,K}{E}\,(Y\,Z + Z\,X + X\,Y) + \frac{2\,(1+K)}{E}(S^2{}_{yz} + S^2{}_{zx} + S^2{}_{xy}) \Big]\, d\,V \ldots\ldots\ldots (41a)$$

case of the axially compressed beam, the same element, ds, may be included more than once in the integral of the resilience.

It will be assumed that the actions, R, are linear functions, and unless otherwise stated, linear homogeneous functions of the parameters, $u_1, u_2 \ldots\ldots$ When only small deformations of the structure are considered, it is always possible to choose a set of parameters satisfying this condition; and when one set of such parameters has been found, this set may be replaced by any other set in which each parameter is a linear homogeneous function of the parameters of the first set. Formula (42) may then be written:

$$R = R_1 u_1 + R_2 u_2 + \ldots\ldots + R_m u_m \ldots\ldots + R_n u_n + \ldots\ldots \quad (42)$$

where $R_1 \ldots\ldots R_n \ldots$, are functions of the location, that is, functions of s. Substituting Formula (42) in Formula (41) the expression for the internal energy or resilience is found:

$$U = \left(\frac{1}{2}\right) \sum_m u^2_m \int r\, R^2_m\, ds + \sum_{mn}\sum u_m u_n \int r\, R_m R_n\, ds \ldots\ldots (43)$$

where $m = 1, 2 \ldots\ldots, n = 1, 2, \ldots\ldots$, and $m \neq n$, and where the integrations are extended so as to include all elements of energy. The integrals in the summations may be considered as "constants of the structure", and will be denoted as follows:

$$U_m = \int r\, R^2_m\, ds;\ U_{mn} = \int r\, R_m\, R_n\, ds \ldots\ldots\ldots\ldots (44)$$

The resilience is then expressed:

$$U = \frac{1}{2} \Sigma U_m\, u^2_m + \Sigma\, \Sigma\, U_{mn}\, u_m\, u_n \ldots\ldots\ldots\ldots (45)$$

where $m \neq n$. It is noted that U is a quadric in the parameters (a quadric is defined as a homogeneous function of second degree).

The additional notation introduced is summarized here as follows:

Let R = generalized stress, or, quantity measuring internal action;

ds = dimension of the structural element;

r = function of the location, depending on the stiffness of the element in such a way that $\frac{1}{2}\, r\, R^2\, ds$ is equal to the corresponding element of energy or resilience;

As Formula (41a) contains the products, YZ, ZX, and XY, the stresses X, Y, and Z cannot be used as R's in Formula (41), except when two of these stresses are zero. Formula (41a), however, may be written in the form, Formula (41), for example, as follows:

$$U = \frac{1}{2} \int \left[\frac{1-2K}{3E} (X + Y + Z)^2 + \frac{1+K}{2E} (X - Z)^2 + \frac{1+K}{6E} (X - 2Y + Z)^2 + \frac{2(1+K)}{E} (S^2_{yz} + S^2_{zx} + S^2_{xy}) \right] dV = \frac{1}{2} \int (\Sigma\, r\, R^2)\, ds \ldots\ldots (41b)$$

That is, Formula (41) may be used with the following set of generalized stresses, R, corresponding to the volume element, dV or ds:

$$R^{I} = X + Y + Z;\ R^{II} = X - Z;\ R^{III} = X - 2Y + Z;\ R^{IV} = S_{yz};\ R^{V} = S_{zx};\ R^{VI} = S_{xy} \ldots\ldots (41c)$$

$R_1, R_2 \ldots\ldots R_m \ldots\ldots$ = coefficients of the parameters in the linear expression of R. These coefficients are functions of the location;

$\ldots\ldots U_m \ldots\ldots U_{mn} \ldots$ = constants of the structure, which are coefficients in the quadric expressing the resilience.

14.—The Case of Orthostatic Action.—The energy equation, Formula (39), and its equivalent, Formula (40), give equations of the form:

$$\frac{\partial L}{\partial u_m} = \frac{\partial U}{\partial u_m} - P\frac{\partial \delta}{\partial u_m} = 0 \ldots\ldots\ldots\ldots\ldots\ldots\ldots (46)$$

namely, one such equation for each parameter. Since U is a quadric in the parameters (Formula (45)), the derivatives $\frac{\partial U}{\partial u_m}$ are linear homogeneous functions of the parameters. In orthostatic action, the stresses, and, therefore, the parameters, are linear functions of the load, hence, if P is to give orthostatic action, the derivatives, $\frac{\partial \delta}{\partial u_m}$, must be independent of the u's; that is, they must be constants; or, δ in orthostatic action is a linear function of the parameters. It is assumed, in accordance with the general rule which was adopted, that the state of zero stresses and zero deformations is represented by zero values of the parameters. Then δ is a linear homogeneous function of the parameters.

*15.—Astatic Action, Astatic Parameters, and the Theorem of Orthogonality.**—It is now assumed that P is a load which can produce astatic action. Let Q_m be a value of P at which buckling is possible; that is, Q_m is a "critical value" of P. When P becomes equal to Q_m, then the structure enters into a state of astatic elastic equilibrium, that is, an equilibrium maintained at constant load throughout a continuous range of configurations of the structure. The parameter, u_m, will be chosen in a manner which correlates it peculiarly with the buckling under the load, Q_m. Three configurations or shapes of the structure will be considered, which will be called Configurations No. 1, No. 2, and No. 3. Configurations No. 1 and No. 2 are selected among the shapes of the structure which occur in the process of buckling under the load, Q_m. The change of the structure from Shape No. 1 to Shape No. 2 will be represented by a certain set of changes in the stresses or generalized stresses. The change of each generalized stress, R, will be expressed as the product, $R_m u_m$ of a fixed chosen value, u_m, times a factor, R_m. One such factor, R_m, belongs to each stress which is represented. The whole set of changes of stresses is defined completely when the set of such factors, R_m, and the quantity, u_m, are given. Now, assume that the value of u_m is changed, and that each factor, R_m, is multiplied by the new value of u_m. The products define a set of changes of the stresses. When the changes are measured from the initial configuration, No. 1, the set of changes defines a possible shape of the structure. This shape will be recorded as Configuration No. 3.

* It might seem that a simpler definition of the "astatic parameter" than the one given here could be found. The apparent complication is due to the fact that the definition is to apply, not only to the simplest cases, but also to the cases described later as "double astatic equilibrium" (Article 16) and "mixed astatic action" (Article 23).

The changes of stresses (generalized stresses or internal actions) caused by the transformation from Shape No. 1 to Shape No. 3 are proportional to the corresponding changes which occur when the structure is transformed from Shape No. 1 to Shape No. 2. The ratio between the two sets of changes is the ratio of the corresponding values of u_m. The same ratio exists between the corresponding changes of internal actions in general, and of other quantities which, like the deflections in general, are linear functions of the stresses. In other words, when u_m is used as a common factor defining changes of stresses, the variation of u_m alone will define a range of variations of shape; or, u_m, used as indicated, serves as a parameter of the structure. Introducing u_m as such, and summarizing the results, we have: The changes through Configurations Nos. 1, 2, and 3 may be defined by the variation of the parameter, u_m, while the remainder of the parameters retain the constant values which they have in Configuration No. 1. Configuration No. 1, the initial shape from which the changes are measured, is represented by $u_m = 0$.

The general equation of equilibrium, Formula (39), is again written:

$$L = U - P\delta = \text{min.}$$

U is a quadric in the parameters. δ is some function of the parameters, but not a linear function, because, in accordance with Article 14, a linear function would lead to orthostatic action. As $P = Q_m$ gives equilibrium throughout a continuous range of variations, it follows that δ must be a function which resembles U in some respects. It might be assumed, then, that δ is a quadratic function of the parameters, or, more exactly, that in expressing δ as a polynomial or power series, terms of higher than second degree in the parameters can be thrown away as negligible. In some cases one may verify by inspection of the structure the statement that δ is such a function.

By the following reasoning one may conclude that in the general case δ is expressed with sufficient approximation as such a quadratic function of the parameters. The function, δ, is an elastic displacement. By the assumption of rigidity made in the Introduction, the displacements are small, and they may be considered as infinitesimal quantities when compared with the main dimensions of the structure, or, the displacements may be considered as small increments to the dimensions. They can be expressed in terms of the parameters by Taylor expansions. As the increments are small, the prevailing condition, special displacements being excepted, will be that in these expansions the terms of second and higher degree are negligible when compared with the linear terms. Such displacements, therefore, are expressed with sufficient approximation as linear functions of the parameters. In the special, exceptional case of the displacement, δ, in the direction of an astatic load, P, and in some related cases, it is not possible to throw away all terms of higher than first degree in the parameters. It follows from the usual properties of expansions in the Taylor series that, in such cases, it can be expected, and it will be true in general, that a sufficient approximation is obtained by including the terms of second degree in the parameters, neglecting terms of higher degrees. On this ground it may be assumed that δ in Formula (39), in the case of astatic action, can be expressed sufficiently exactly as a quadratic

function of the parameters. In addition, however, as will be shown later, a criterion may be found for the correctness of this assumption in the very fact that astatic equilibria are known to exist; this knowledge may have been derived from other analyses or from tests.

When both U and δ are quadratic functions of the parameters, it follows that the Formulas, derived by differentiating the energy equation, Formula (39), are linear in the parameters. That is, Formulas (40),

$$\ldots\ldots \frac{\partial L}{\partial u_m} = 0 \ldots\ldots \qquad \frac{\partial L}{\partial u_n} = 0 \ldots\ldots\ldots$$

are linear in ... u_m ... u_n... also in this case of astatic action. When $P = Q_m$, the set of Formulas (40) is satisfied by the sets of values of the parameters which correspond to Configurations No. 1 and No. 2, both of which belong to the astatic equilibrium under the load, Q_m. That is, the set of Formulas (40) is satisfied by two different values of u_m, namely, $u_m = 0$, corresponding to Configuration No. 1, and u_m equal to the first chosen finite value, corresponding to Configuration No. 2. The remainder of the parameters are the same in the two cases. It follows that, in Formulas (40), all coefficients to u_m vanish when $P = Q_m$. Formulas (40), however, will be satisfied by all values of u_m as long as the remainder of the parameters are as shown in Configuration No. 1. That is, the whole range of variations of shape—defined by u_m equals any value, all other parameters being equal to definite values, namely, their values in Configuration No. 1—represents a state of astatic equilibrium produced under the critical load, Q_m. This range contains as possible cases Configurations, No. 1, No. 2, and No. 3.

We shall call u_m an astatic parameter. An astatic parameter is, therefore, by definition, a parameter which by its own variation, while the remainder of the parameters remain constant, defines the various stages of a state of astatic equilibrium.

As an example take the case of a hinged end column, of length, l, with constant cross-section, with a stiffness factor, EI, and with axial loads at the ends only. At the critical end load, $Q_m = \frac{\pi^2 m^2 EI}{l^2}$, an astatic equilibrium exists in which the deflected curve consists of m half waves. When x equals the distance from one end, the deflections in this buckling can be expressed as $y = u_m \sin \frac{m\pi x}{l}$, in which u_m may take any value. A change of u_m in this expression defines proportional changes of all stresses, curvatures, and transverse deflections. It follows that u_m, or any quantity proportional to it, can be used as an astatic parameter. In the general case of flexure, under the influence of an end load combined with transverse loads, the deflections can be expressed as $y = \Sigma u_n \sin\left(\frac{n\pi x}{l}\right)$, where $n = 1, 2 \ldots\ldots m \ldots\ldots$, etc. Evidently, the whole set of coefficients, $u_1 \ldots u_m$, can be used as parameters, and they will all be astatic parameters. By introducing in addition to $u_1 \ldots u_m \ldots$, a parameter which measures the axial shortening of the column, one obtains a complete set of parameters in terms of which any

possible variation of shape can be described. It follows that the astatic equilibrium under the load, Q_m, is represented by u_m, being indefinite, equal to any value, other parameters being equal to definite values, namely, some finite value for the parameter measuring the axial shortening, and the remainder being equal to zero.

The general case is now considered again. The energy Formula (39):

$$L = U - P\delta = \text{min.}$$

will be used. It has been shown that when δ is known to be quadratic, two configurations, belonging to an astatic equilibrium, determine a corresponding astatic parameter. In the discussion which follows, we may abandon temporarily the assumption that δ is known beforehand to be a function of not higher than second degree in the parameters, even though this assumption is known to represent the general case. It will be assumed only that an astatic equilibrium is known to exist, and that a corresponding parameter, u_m, exists, which is an astatic parameter in the sense of the definition just given; that is, the variation of u_m, while the rest of the parameters remain constant, represents an astatic equilibrium produced under a critical load, say, $P = Q_m$. In this astatic equilibrium, it is found, as usual, that all the first partial derivatives of L with respect to the parameters must vanish. Moreover, since u_m can vary through a continuous range of values without disturbing the condition of minimum, it follows that, also, all second and higher derivatives of L in which differentiation with respect to the astatic parameter, u_m, occurs are zero. Hence, if u_n is any other parameter, we have, when $P = Q_m$:

$$\frac{\partial^2 L}{\partial u_m^2} = 0, \qquad \frac{\partial^2 L}{\partial u_m \, \partial u_n} = 0, \ldots\ldots\ldots\ldots\ldots\ldots (47)$$

Now, assume that also u_n is an astatic parameter, and that its corresponding critical astatic load is Q_n; that is, u_n equals any value, other parameters being equal to definite values, represents an astatic equilibrium in which $P = Q_n$ is the load. Similar to Formula (47), we have then, when $P = Q_n$:

$$\frac{\partial^2 L}{\partial u_n^2} = 0, \qquad \frac{\partial^2 L}{\partial u_m \, \partial u_n} = 0, \ldots\ldots\ldots\ldots\ldots\ldots\ldots (48)$$

The resilience quadric may be written in the form:

$$U = \frac{1}{2} U_m u_m^2 + \frac{1}{2} U_n u_n^2 + U_{mn} u_m u_n + \bar{U} \ldots\ldots\ldots (49)$$

where U_m, U_n, and U_{mn} are constants and where $\bar{U}$ is a function which has no terms containing u_m^2, u_n^2, or $u_m u_n$. It follows, from the relative position of U and δ in the energy equation and from the fact that all the partial derivatives of L with respect to u_m and u_n must vanish, that δ may be written in the form:

$$\delta = \frac{1}{2} \delta_m u_m^2 + \frac{1}{2} \delta_n u_n^2 + \delta_{mn} u_m u_n + \delta \ldots\ldots\ldots\ldots (50)$$

where δ_m, δ_n, and δ_{mn} are constants, and where δ is a function in which terms containing u_m^2, u_n^2, $u_m u_n$, or products of higher degree in u_m and u_n, do not exist.

Substituting Formulas (49) and (50) in the expression, $L = U - P\delta$, and differentiating in accordance with Formula (47), we find:

$$U_m - Q_m \delta_m = 0 \qquad (51)$$

$$U_{mn} - Q_m \delta_{mn} = 0 \qquad (52)$$

In the same manner, differentiating according to Formula (48), we find:

$$U_n - Q_n \delta_n = 0 \qquad (53)$$

$$U_{mn} - Q_n \delta_{mn} = 0 \qquad (54)$$

Formulas (51) and (53) may be written:

$$Q_m = \frac{U_m}{\delta_m}; \ Q_n = \frac{U_n}{\delta_n} \qquad (55)$$

These simple formulas determine the astatic loads in terms of the coefficients in the functions, U and δ.

It is assumed at present that the two critical astatic loads, Q_m and Q_n, are different. It follows that Formulas (52) and (54) can be satisfied only when

$$U_{mn} = \delta_{mn} = 0 \qquad (56)$$

that is, the mixed terms in U and δ containing the product, $u_m u_n$, vanish when the two parameters correspond to different critical astatic loads.

Since by Formula (44),

$$U_{mn} = \int r R_m R_n \, ds$$

we have,

$$\int r R_m R_n ds = 0 \qquad (57)$$

The vanishing of this integral represents an important property of the functions, R_m and R_n, namely, the property of orthogonality. Two functions, $\phi(x)$ and $\psi(x)$, are called orthogonal in a certain field when their product integrated over the field vanishes, that is, when $\int \phi(x) \psi(x) dx = 0$. If R_m is taken as the one function, R_n, as the other, and $rds = dx$, it is seen that Formula (57) expresses this property. When there is a whole set of orthogonal functions—as will usually be the case in astatic action—these functions become useful by their adaptability to expansions in series, particularly in problems relating to the structures in which the functions are generated. This result will be brought out by the theory of heterostatic action which follows later. The theorem expressed by Formula (57) will be referred to as the theorem of orthogonality.*

As an example, consider the case of an hinged-end column, of the length, l, with a constant stiffness factor, EI, and with $s = x =$ distance from one end. The bending moments will be used as a measure of internal action, R, that is, as

* Sets of orthogonal functions play an important part in the theory of integral equations, and, therefore, it would be expected that the subject treated here would furnish an example of application of that theory. As a matter of fact, various elements in the subject of integral equations will appear to be represented directly and physically in the problems treated. For instance, the sets of characteristic numbers, or auto-values, in the homogeneous integral equations are represented as proportional to the sets of astatic loads. Concerning the theory of integral equations, see, for example, E. T. Whittaker and G. N. Watson, "Modern Analysis", Second Edition, 1915, pp. 205 *et seq.*

generalized stresses. The bending moments in two different astatic actions may be expressed as

$$M_m = C_m \sin \frac{m\pi x}{l}, \text{ and } M_n = C_n \sin \frac{n\pi x}{l}$$

where $m \neq n$. It is well known that with $m \neq n$,

$$\int_0^l \sin \frac{m\pi x}{l} \times \sin \frac{n\pi x}{l} \times dx = 0$$

that is, with $R_m = M_m$, $R_n = M_n$, and $r = \frac{1}{EI}$, Formula (57) is satisfied.

Formula (50) shows that the part of δ which depends on the astatic parameters, u_m and u_n, alone is a quadratic function. This property is seen readily to extend to any number of astatic parameters. If in some manner or other certain parameters are known to be astatic, a corresponding part of δ will exist, which is quadratic in these parameters. Herein, is the criterion referred to previously by which, in many cases, the character of δ may be verified as a function of the parameters not higher than quadratic. This statement applies particularly to a group of cases, which will be shown to be important, namely, a group in which δ can be expressed in terms of astatic parameters, together with only one other parameter. The latter will be shown to enter into δ as a linear term; or, δ is in such cases a quadratic function of the set of parameters.

16.—Double Astatic Equilibrium.—In Article 15, the assumption was made that the two astatic loads, Q_m and Q_n, are different. The case will now be considered in which $Q_m = Q_n = Q_{mn}$. Formulas (51) to (54) are satisfied in this case when

$$Q_{mn} = \frac{U_m}{\delta_m} = \frac{U_n}{\delta_n} = \frac{U_{mn}}{\delta_{mn}} \qquad (58)$$

That is, in this special case, the mixed terms, containing $u_m\, u_n$, and having U_{mn} and δ_{mn} as coefficients, do not necessarily vanish, and the property of orthogonality is not necessarily found. Another result is that any combination of values of the two parameters, u_m and u_n, with the other parameters remaining constant, represents a possible equilibrium; that is, a double neutral or double astatic equilibrium occurs.

Some examples will illustrate this case: Consider a long cylindrical vertical column with such spherical bearings at the ends as to allow the ends to slope freely in any direction. At the lowest critical load given by the Euler formula, the column may buckle in any vertical plane through the original center line. Any such buckling may be found by superimposing a buckling curve in, say, the north-south plane on one in the east-west plane. Inversely, superposition of a buckling curve in the north-south plane on a buckling curve in the east-west plane, produced under the same critical load, leads to a possible buckling curve which will be contained in some vertical plane through the original center line. The equilibrium is a typical two-parametric astatic equilibrium, with two parameters assuming any values, while the remainder of the parameters have definite values. Another example is the thin-shelled circular cylinder carrying an outside pressure (Fig. 1 (G)). If the thickness and the material are uniform, the surface may buckle at the critical loads into

a wave line starting at any point. Since both the maximum deflection and the starting point can vary, we have again a two-parametric astatic equilibrium. The complete set of buckling surfaces at that load can be found by superimposing the buckling waves starting at two definite points. A third example is the case of the rectangular slab carrying compressive loads along its edges. It was mentioned in Article 10 that, at certain combinations of the end load, the slab may buckle into two different types of waved surfaces and into any surface found by superposition of waves of these two types.

It is evident that triple or higher-multiple astatic equilibria may also be found. In the case of an hinged-end circular column with horizontal spring supports at the ends (compare Fig. 1 (F)), the springs may yield and the column may buckle in two different planes at the same critical load. This would be a triple astatic equilibrium.

17.—General Formulas in Simplified Case.—Assume that astatic action can be produced under the critical astatic loads, $Q_1, Q_2 \ldots\ldots Q_n \ldots\ldots$, and let $u_1, u_2 \ldots\ldots u_n \ldots\ldots$ be the corresponding set of astatic parameters, so that, for instance, the combination, $u_n =$ any value, other u's $= 0$, represents the astatic action produced when $P = Q_n$. The simplifying assumptions are made that this set of parameters is sufficient to define all the possible shapes of the structure, and that no two parameters correspond to the same Q; that is, all the Q's are different. For instance, if the axial shortenings can be neglected as being only of small influence, then the action of a slender straight column, flexible in one plane only, is described completely by an equation for deflections, of the form

$$y = \Sigma\, u_n \sin \frac{n \pi x}{l}$$

where x is the distance from one end. If the ends are hinged, and the stiffness factor, EI, is constant, then the u's in this expression are astatic parameters, and the combination, $u_n =$ any value, other u's $= 0$, corresponds to the critical astatic load,

$$Q_n = \frac{n^2 \pi^2 E I}{l^2}$$

In the general case, which will now be considered, the load is assumed to consist of two component parts which may vary independently: One part is denoted by P, and is an astatic load, which, acting alone, produces astatic equilibrium when it assumes any one of the critical values, $Q_1 \ldots . Q_n . .$; the other part, W, is an orthostatic load, producing orthostatic action when acting alone. W cannot be a part of P. The combination of the two components, P and W, is a heterostatic load of a general type, producing heterostatic action. As before, δ is the displacement in the direction of P. In a similar manner, w will denote the displacement in the direction of the load, W, that is, Ww is the work of the load, W. The first object will be to find the parameters in the various possible cases. For the purpose of distinguishing between the cases, the particular values of the parameters occurring in the heterostatic action will be indicated by marking them with a prime, so that u'_n is the value of the parameter, u_n, in the heterostatic action. Without the prime,

u_n either represents the parameter as a variable quantity, or, when considered as a definite quantity, it denotes the particular value of the parameter occurring in the orthostatic action which is produced by W alone. When the parameters have been found, the various effects, such as deflections, bending moments, etc., that is, all generalized stresses, generalized strains, and generalized displacements, can be determined. These effects will be assumed to be linear homogeneous functions of the parameters. The "effects" will be denoted by F and F'. F will represent either "the effect in general", as a function of the parameters, or the particular value of the effect due to the orthostatic load, W, alone, while F' is the particular value of the effect in the heterostatic action. It is seen that the use of the prime is the same here as in the case of u_n and u_n'. Similarly, R' will denote the internal action in the heterostatic action, while R denotes either the internal action in general or the particular value of the internal action which occurs in the orthostatic action.

The notation introduced here is as follows:

Let $L =$ combined potential energy of structure and loads.
$L =$ 0 when the displacement is zero.
$U =$ resilience of the structure.
$P =$ astatic component of the load.
$W =$ orthostatic component of the load.
$\delta =$ displacement in the direction of the load, W, defined by $Ww =$ work of W.
$Q_1, Q_2 \ldots\ldots Q_n \ldots\ldots =$ critical values of the astatic load, P.
$u_1 \ldots\ldots u_n \ldots\ldots =$ set of astatic parameters corresponding to the astatic load, P; in particular, when they are considered as definite quantities, they are the values of the parameters in the orthostatic action.
$u'_1 \ldots\ldots u'_n \ldots\ldots =$ same parameters in the heterostatic action.
$R =$ internal action, particularly in the orthostatic action.
$R' =$ internal action in the heterostatic action.
$ds =$ extension of structural element.
$r =$ stiffness constant, so defined that $\frac{1}{2} rR^2ds$ is an element of the resilience.
$F =$ effect depending on the parameters, particularly the effect in the orthostatic action. F is a linear homogeneous function of the parameters.
$F' =$ same effect in the heterostatic action.

The writer will show first how the parameters may be found in any given case, provided the internal actions are known. The intensity of internal action in any one element was expressed by Formula (42) as

$$R = R_1 u_1 + \ldots\ldots R_m u_m + \ldots\ldots R_n u_n + \ldots\ldots$$

where $R_m \ldots R_n$ are functions of the location. $u_n =$ any value, other u's being equal to zero, represents the astatic action produced by $P = Q_n$. Therefore, $R_n u_n$ is the internal action in the astatic action, Q_n, and the function,

R_n, has the particular significance of being the internal action in the astatic action, Q_n, when $u_n = 1$. For example, the bending moment, M, in Formula (11), which has reference to the general case of straight columns, may be chosen as a measure of the internal action, that is, in this case, $R = M$. The function, M_n, in Formulas (11) and (12), was defined as the bending moment in a possible buckling action, that is, we may write $R_n u_n = M_n$. Thus, Formula (11) appears as a special type of Formula (42). The general case is now considered again. Multiply Formula (42) by $rR_n ds$ and integrate so as to include all elements of energy. On account of the theorem of orthogonality, which states that $\int r\, R_m\, R_n\, d\,s = 0$, when $m \neq n$, all terms on the right side with an index different from n will vanish by the integration, and we find,

$$\int r\, R\, R_n \;\; d\,s = u_n \int r\, R_n^{\,2}\, d\,s$$

or,

$$u_n = \frac{\int r\, R\, R_n\, d\,s}{\int r\; R_n^{\,2}\; d\,s} \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots(59)$$

The simplicity of Formula (59) shows the particular advantage of the sets of orthogonal functions generated in the astatic elastic actions. When the parameters have been found, their values may be substituted in the expressions for the various effects in the structure. Such effects are represented in general by a series of the form:

$$F = F_1\, u_1 + \ldots\ldots + F_m u_m + \ldots\ldots + F_n u_n \ldots\ldots\ldots(60)$$

where $F_m \ldots\ldots F_n$ are functions depending on the location and on the type of the effect. The internal action, R, represents a special case of the general effect, F.

The energy equation will now be discussed. In the general case, in which both loads, P and W, are acting, the energy equation takes the form:

$$L = U - P\delta - Ww = \text{min.} \ldots\ldots\ldots\ldots\ldots\ldots(61)$$

the minimum here, as in Formula (39), being understood as a $\pm$ minimum. $P = 0$ gives orthostatic action, while $W = 0$ gives astatic action.

Since all the critical loads, Q, are different, the quadric, U, does not contain any products of the parameters (compare Article 15), therefore, U may be written as a series,

$$U = \frac{1}{2} \Sigma\, U_n\, u_n^{\,2} \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots(62)$$

where the coefficients, U_n, are constants. It also follows that the quadratic function, δ, cannot contain products of the parameters. It will be shown a little later that δ does not contain any linear terms. δ is then a quadric similar to U and may be written:

$$\delta = \frac{1}{2} \Sigma\, \delta_n\, u_n^{\,2} \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots(63)$$

where the coefficients, δ_n, are constants. It was shown in Article 14 that the displacements in the direction of orthostatic loads are linear homogeneous functions of the parameters, therefore, w may be written:

$$w = \Sigma\, w_n u_n \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (64)$$

where $\ldots\ldots w_n \ldots\ldots$ are constants.

The three actions, astatic, orthostatic, and heterostatic, will now be considered separately.

A.—Astatic Action.

In this case, $W = 0$. Then the energy equation takes the form:

$$L = U - P\delta = \text{min.}$$

The state of non-buckling always represents a possible equilibrium whatever the load, P, is. Hence, $u_1 = \ldots\ldots = u_n \ldots\ldots = 0$ is one possible solution of the energy equation. Linear terms in the parameters contained in δ would make some of the derivatives, $\frac{\partial\, \delta}{\partial\, u_n}$, contain constant terms which would prevent the vanishing of the corresponding derivatives, $\frac{\partial\, L}{\partial\, u_n}$, at $u_1 = \ldots\ldots u_n = \ldots\ldots = 0$. Therefore, the proposition is correct, which was mentioned previously, namely, that there cannot be any linear terms in the expression for δ. Therefore Formula (63) may be used. When $P = Q_n$, the condition, $\frac{\partial^2 L}{\partial\, u_n^2} = 0$, leads again to Formula (53), which may be written as:

$$U_n = Q_n\, \delta_n \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (65)$$

When this relation is satisfied, the combination $P = Q_n$, $u_n =$ any value, all other u's $= 0$, makes all the first derivatives of L, with respect to the parameters, vanish, and, therefore, this combination represents a correct solution of the energy equation.

Formula (65) allows one to express the resilience quadric in the form:

$$U = \frac{1}{2}\, \Sigma\, Q_n \delta_n u_n^2 \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (66)$$

B.—Orthostatic Action.

When $P = 0$, the energy equation becomes:

$$L = U - Ww = \text{min.} \ldots\ldots\ldots\ldots\ldots\ldots\ldots (67)$$

By substituting Formulas (62) and (64), and writing $\frac{\partial\, L}{\partial\, u_n} = 0$, we find:

$$U_n u_n - W w_n = 0 \ldots\ldots\ldots\ldots\ldots\ldots\ldots (68)$$

whereby the parameters may be determined when the coefficients in the expressions for U and w are known. On account of Formula (65), Formula (68) may also be written:

$$Q_n \delta_n u_n - W w_n = 0 \ldots\ldots\ldots\ldots\ldots\ldots\ldots (69)$$

Formulas (68) and (69) show that the parameters, u_n, are proportional to the load, W.

In a number of cases of orthostatic action, the parameters are found most conveniently by Formula (59). Since by Formula (44), $U_n = \int r\, R_n^2\, ds$, Formula (68) becomes, in fact, the same as Formula (59). The expression for w_n follows:

$$w_n = \int r\, R\, R_n\, d\, s \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots(70)$$

Examples of the use of these methods in the analysis of orthostatic action may be found in Article 8. A part of the total resilience in the columns treated in Article 8, is due, in general, to the axial compression of the column, and this part would depend on some parameter other than the astatic parameters. A phase of the problem is involved here, which will be studied more closely in some of the subsequent articles. It will then be shown that such effects as the axial shortening do not change the applicability of the formulas and methods, just given, to the cases examined in Article 8. In the first case treated, that of hinged-end, straight columns, M_n in Formula (13) takes the place of $R_n u_n$. By choosing the coefficient, C_n, in Formula (13) as the parameter, u_n, it is found that $R_n = \sin \dfrac{n\,\pi\,x}{l}$. In this case, the factor, $r = \dfrac{1}{E\,I}$, is a constant which cancels when substituted in Formula (59). With $d\,s = d\,x$, it is found that

$$\int R_n^2\, d\,s = \int_0^l \sin^2 \frac{n\,\pi\,x}{l}\; d\,x = \frac{l}{2}$$

The substitutions, $R = M$, $u_n = C_n$, transform Formula (59) into Formula (14), or

$$C_n = \frac{2}{l} \int_0^l M \sin \frac{n\,\pi\,x}{l}\, d\,x$$

Formula (14), therefore, may be interpreted as a special case of the general Formula (59). Integration of Formula (14) led to the series for M given shortly after Formula (14). This series exemplifies the expressions for R and F (Formulas (42) and (60)). Also the other cases treated in Article 8 may be considered as examples of the more general theory.

C.—Heterostatic Action.

Both P and W are assumed to be different from zero. The energy equation, therefore, takes its general form, Formula (61). When U is taken from Formula (66), δ from Formula (63), and when the parameters are marked with a prime, the energy equation becomes:

$$L = \frac{1}{2}\,\Sigma\,(Q_n - P)\,\delta_n\,u'^2 - W\,\Sigma\,w_n\,u'_n = \min \ldots\ldots\ldots(71)$$

Differentiation with respect to the parameter, u'_n, gives:

$$\frac{\partial\, L}{\partial\, u'_n} = (Q_n - P)\,\delta_n\,u'_n - W\,w_n = 0 \ldots\ldots\ldots\ldots\ldots(72)$$

A comparison of Formula (72) with Formula (69) leads to the following expression for the parameter, u'_n, in the heterostatic action, in terms of the

value, u_n, of the same parameter in the corresponding orthostatic action in which the orthostatic load component, W, acts alone:

$$u'_n = \frac{Q_n}{Q_n - P} u_n \quad \text{(73)}$$

or,

$$u'_n = u_n + \frac{P}{Q_n - P} u_n \quad \text{(74)}$$

If u_n in Formula (73) or Formula (74) is considered as a constant, then the curve, (u'_n, P), in rectangular co-ordinates becomes a hyperbola with a horizontal asymptote, $P = Q_n$. The upper branch of this hyperbola represents an unstable equilibrium. If u_n is positive, then the lower branch of the hyperbola gives positive values, and the upper branch negative values, of u'_n. The reversal of the sign indicates that the equilibrium represented by points of the upper branch can be produced only when compensating deflections have been introduced first; that is, there must be deflections opposite those which are caused by W alone and which are represented by u_n.

By substituting Formula (74) in the series, Formula (60), which expresses the "effects" in the structure, and by using the prime to designate the action as heterostatic, the following formula will be found, which expresses the effect, F', in the heterostatic action in terms of the corresponding effect, F, in the orthostatic action produced by the orthostatic load component, W, acting alone:

$$F' = F + \Sigma \frac{P}{Q_n - P} F_n u_n \quad \text{(75)}$$

This formula furnishes a solution of the problem of heterostatic action as existing in a large group of cases. An important example of application is the general Formula (12) in Article 7, which was used extensively in Part II, and which expresses bending moments in combined column action and bending, namely,*

$$M' = M + \Sigma \frac{P}{Q_n - P} M_n$$

As referred to previously, a part of the resilience of a straight column is due to the axial shortening, but as has been mentioned in connection with an application of Formula (70), and as will be shown in the following articles, this condition does not interfere with the applicability of the general Formula (75) to the case represented by Formula (12). One derives Formula (12) from Formula (75), by taking the bending moments, M and M', as the "effects", F and F', in Formula (75), and by substituting the bending moment, M_n, which is produced in the buckling under the axial load, Q_n, for the effect, $F_n u_n$, which is produced in the general astatic action under the load, Q_n.

* Goupil in *Annales des Ponts et Chaussées*, 1912, V, p. 401, indicates a formula and a rule of computation which might be derived as another special case of Formula (75). The case is that of a circular ring with constant cross-section, or of a cylinder with constant thickness. The load consists of pressures from the inside or outside, distributed in any manner. The "effects" are the deflections, but it is also shown how the bending moments may be found. The formula is similar to Formulas (75) and (12). It is evident that Formula (75), in the form of Formula (12), applies not only to straight, but also to curved members. Goupil quotes this derivation as having been indicated in lectures by Marbec and Le Besnerais at l'Ecole du Génie Maritime. This derivation is based on the differential equation of flexure applying in the particular case, and use is made of the Fourier series.

18.—Independent Parameters.—We shall now leave the simplified case treated in Article 17 and consider a case of a general nature. Assume that P denotes any load acting on the structure, and that no other loads are applied. Then the energy equation takes the form of Formula (39), or,

$$L = U - P\delta = \min.$$

Assume that the resilience, U, can be expressed:

$$U = \bar{U}\ (u_1 \ldots\ldots u_n \ldots\ldots) + T\ (t_1 \ldots\ldots t_i \ldots\ldots) \ldots\ldots\ldots (76)$$

where $\bar{U}$ is a quadric in $u_1 \ldots\ldots u_n \ldots\ldots$, and T a quadric in $t_1 \ldots\ldots t_i \ldots\ldots$ As $\bar{U}$ cannot be negative, neither U nor T can be negative. It is assumed that $T = 0$ only when $t_1 = \ldots\ldots = t_i = \ldots\ldots = 0$. The displacement, δ, in the direction, P, is in the general case a quadratic function of the parameters. Assume that δ depends on the u's only, or,

$$\delta = \delta\ (u_1 \ldots\ldots u_n \ldots\ldots)$$

Under these circumstances, the general energy equation, Formula (39), is equivalent to the two independent conditions combined, namely,

$$T = \min. \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (77)$$

and,

$$L' = \bar{U} - P\delta = \min. \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (78)$$

Under the assumptions made, the only solution of Formula (77) is $t_1 = \ldots\ldots = t_i = \ldots\ldots = 0$. Formula (78) is an energy equation of the usual type shown in Formula (39), but contains only the parameters, $u_1 \ldots\ldots u_n$. Under these conditions, the parameters, $t_1 \ldots\ldots t_i$, are "parameters independent of the load, P". If P is an astatic load, or the astatic component of a load of general type, the parameters, $t_1 \ldots\ldots t_i$, will be referred to simply as "independent parameters".

When P is an astatic load, the occurrence of independent parameters may be represented as a limiting case in which one or more of the coefficients, δ_m, δ_n, $\delta_{mn} \ldots$, in the expressions for δ, such as Formula (50) or Formula (63), become equal to zero without the vanishing of the corresponding coefficients in U. When u_m is an astatic parameter, the corresponding astatic load is expressed, in general, as $Q_m = \frac{U_m}{\delta_m}$ (Formula (55)). Hence, $\delta_m = 0$ represents the limiting case, $Q_m = \infty$, the case in which the astatic load, Q_m, has become infinite. In the same manner, $\delta_m = \delta_n = \delta_{mn} = 0$ represents the limiting case, $Q_m = Q_n = \infty$.

As an example, consider an hinged-end column which is originally vertical and is supported at the ends by two horizontal springs, as indicated in Fig. 1(*F*). A horizontal parallel motion of the column would not change the vertical distance between the ends, therefore, a parameter expressing such a variation of position is an independent parameter. When the two springs are equally stiff, this parameter can be measured in any state of deformations, as the sum of the horizontal displacements of the two ends, considered positive in the same direction. Another parameter which is measured by the difference of the horizontal deflections of the ends, is a regular astatic parameter. The

functions which represent the internal actions corresponding to those two parameters are easily shown to be orthogonal, as they should be, because one corresponds to an infinite, and the other to a finite, critical astatic load.

As another example, take a structure consisting of a column plus some independent structure. The parameters defining the variations in this independent structure are independent parameters with reference to the axial load on the column.

19.—The Orthostatic Parameter in Pure Astatic Action, and the Vanishing of Certain Constants.—Consider the vertical hinged-end column, of a length, l, with a uniform stiffness factor, EI, an area of cross-section, A, and with the axial loads transferred at the ends only. It was pointed out in Article 17 that the coefficients, u_n, in the expression for the deflections, $y = \Sigma\, u_n \sin \frac{n \pi x}{l}$, combined with one parameter measuring the axial shortening, would form a complete set of parameters in terms of which any possible type of deformation could be expressed. At the beginning of Article 17, it was stated that if the column is very slender, the axial shortening would have only a negligible influence on the total energy variations, and in that case the column would belong directly in the simplified class treated in Article 17. It was also stated—without proof—that certain applications of the formulas derived could be made even if an appreciable amount of energy is consumed by the axial shortening. The questions involved here will now be investigated.

Let v denote the parameter which measures the axial shortening; that is, v is a quantity proportional to the uniformly distributed axial shortening due to the direct compressive stress. When the terms depending on v have been added, the resilience, U, and the displacement, δ, in the direction of P, are expressed as follows:

$$U = \frac{1}{2}\, \Sigma\, U_n\, u_n^2 + \frac{1}{2}\, V\, v^2$$

$$\delta = \frac{1}{2}\, \Sigma\, \delta_n\, u_n^2 + \gamma\, v$$

in which V and γ are constants. The energy equation, $L = U - P\,\delta = \text{min.}$, gives, in this case, $\frac{\partial L}{\partial v} = V v - P \gamma = 0$, or, $v = \frac{P \gamma}{V}$, that is, v is proportional to the load.

Also, in other cases of astatic action, there is generally one variation of shape which is directly proportional to the load and which can be expressed by a parameter such as v. In the special solution in which all the astatic parameters are zero, the deformations are, as a whole, proportional to v and thereby to the astatic load, P. Such a parameter, which measures that particular variation in the astatic action which is proportional to the load, will be called an orthostatic parameter.

A general case will be considered in which the variations of the structure can be expressed in terms of the following three kinds of parameters: Astatic parameters, $u_1 \ldots\ldots u_n \ldots\ldots$; the orthostatic parameter, v; and the independent parameters, $t_1 \ldots\ldots t_i \ldots\ldots$ When these parameters are sufficient to define all the possible variations of the structure, the astatic action produced by the astatic

load, P, corresponding to the parameters, $u_1 \ldots\ldots u_n$, will be called a pure astatic action. This action is characterized by the condition that $P = Q_n$ gives as a possible solution, $u_n =$ any value, v being proportional to Q_n and all the other parameters being zero.

The energy equation, Formula (39), will be used again,

$$L = U - P\delta = \text{min.}$$

In this case, we write:

$$U = \bar{U}(u_1 \ldots\ldots u_n \ldots) + \frac{1}{2} V v^2 + v \,\Sigma\, V_n u_n + T\,(t_1 \ldots\ldots t_i \ldots) \ldots (79)$$

and,

$$\delta = \bar{\delta}\,(u_1 \ldots\ldots u_n \ldots) + \Sigma\, \varepsilon_n u_n + \gamma v + v\,\Sigma\,\gamma_n u_n \ldots\ldots\ldots (80)$$

in which $\bar{U}$, T and δ are quadrics, while V, V_n, ε_n, γ, and γ_n are constants. Differentiation gives:

$$\frac{\partial L}{\partial u_n} = \left(\frac{\partial \bar{U}}{\partial u_n} - P\frac{\partial \bar{\delta}}{\partial u_n}\right) - P\,\varepsilon_n + (V_n - P\,\gamma_n)\,v = 0 \ldots\ldots (81)$$

and,

$$\frac{\partial L}{\partial v} = (V\,v - P\gamma) + \Sigma\,(V_n - P\gamma_n)\,u_n = 0 \ldots\ldots\ldots\ldots (82)$$

Since $u_1 = \ldots\ldots u_n = \ldots\ldots = 0$ is a possible solution at any value of P, Formula (82) gives $V\,v - P\,\gamma = 0$, or,

$$v = \frac{P\,\gamma}{V} \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (83)$$

$P = Q_n$ gives as a possible solution $u_n =$ any value, other u's being zero, therefore, Formula (82) gives $V_n = Q_n\,\gamma_n$. All u's being equal to zero makes $\frac{\partial \bar{U}}{\partial u_n} - P\frac{\partial \bar{\delta}}{\partial u_n} = 0$, that is, in this solution the first term in Formula (81) vanishes. When, especially, $P = Q_n$, the last term in Formula (81) vanishes, therefore, $Q_n\,\varepsilon_n = 0$, that is,

$$\varepsilon_1 = \ldots\ldots\ldots\ldots = \varepsilon_n = \ldots\ldots\ldots = 0 \ldots\ldots\ldots\ldots\ldots (84)$$

Finally, the combination, $u_1 = \ldots\ldots u_n = \ldots\ldots = 0$, v being finite, $P \neq Q_n$, gives, on account of Formula (81):

$$V_n = \gamma_n = 0 \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (85)$$

Formulas (84) and (85) express the result that, in the case of pure astatic action, the linear terms in the astatic parameters vanish in the expression for δ, and the mixed terms containing products of the orthostatic and the astatic parameters vanish in the expression for U and δ.

20.—The Parameters and the Energy Equation in the General Case.— A case will now be treated which is more general than the simplified one analyzed in Article 17. As in Article 17, the load will be assumed to consist of two component parts: $W =$ orthostatic component of the load, and $P =$ astatic component of the load.

As before, it is assumed that the series, Q_1, $Q_2 \ldots\ldots Q_n \ldots\ldots$, is the series of different critical values of the astatic load, P. It is also assumed that some

finite number of astatic parameters corresponds to each critical load, so that the complete set of astatic parameters can be written:

$u_{1a}, u_{1b} \ldots\ldots\ldots\ldots u_{1k}, \ldots\ldots\ldots$ corresponding to Q_1;
$u_{2a}, u_{2b} \ldots\ldots\ldots\ldots u_{2k}, \ldots\ldots\ldots$ corresponding to Q_2;
$\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots$
$u_{na}, u_{nb} \ldots\ldots\ldots\ldots u_{nk}, \ldots\ldots\ldots$ corresponding to Q_n.
$\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots$

In addition, there are the following special parameters: v = orthostatic parameter; and $t_1, t_2 \ldots\ldots t_i \ldots\ldots$ = independent parameters.

It is assumed that these parameters are sufficient to determine the possible variations of shape of the structure. It follows then from the definition given in Article 19 that the buckling under the influence of P is a pure astatic action. A prime will be used again to denote the particular value of a parameter in the heterostatic action; so that we have, for instance, u'_{nk} = the particular value of the parameter, u_{nk}, in the heterostatic action. The notation, δ, w, R, R', ds, r, F, and F', is the same as that given in Article 16.

The energy equation takes again the form of Formula (61), or,

$$L = U - P\delta - Ww = \text{min.}$$

When writing expressions for U and δ use will be made of the theorem of the vanishing of the mixed terms which contain the products of two astatic parameters that belong to different critical loads (Article 15). The coefficients of certain other terms also vanish, as was indicated in Article 19. The result is that the resilience, U, and the displacements, δ and w, can be expressed as follows:

$$U = \Sigma U^{(n)} + \frac{1}{2} Vv^2 + T(t_1, t_2 \ldots) \ldots\ldots\ldots\ldots (86)$$

$$\delta = \Sigma \delta^{(n)} + \gamma v \ldots\ldots\ldots\ldots (87)$$

$$w = \sum_n \sum_i w_{ni} u_{ni} + \bar{w} \ldots\ldots\ldots\ldots (88)$$

in which $U^{(n)}$ and $\delta^{(n)}$ are quadrics in the parameters, $u_{na} \ldots\ldots u_{ni} \ldots\ldots$, which belong to the critical load, Q_n, and in which

V, γ, w_{ni} = constants;
T = quadric in the parameters, $t_1, t_2 \ldots\ldots$; and
$\bar{w}$ = linear function of $t_1, t_2 \ldots\ldots$, and v.

The quadric $\delta^{(n)}$ may be written:

$$\delta^{(n)} = \frac{1}{2} \sum_i \delta_{ni} u_{ni}^2 + \Sigma\, \delta_{ni,\,nk}\, u_{ni} u_{nk} \ldots\ldots\ldots\ldots (89)$$

The relation, Formula (58), between the coefficients in U and δ applies to the coefficients in Formula (89), therefore, the quadric, $U^{(n)}$, can be written in the form:

$$U^{(n)} = Q_n\, \delta_n \ldots\ldots\ldots\ldots (90)$$

21.—Solution of the Energy Equation in the General Case.—

A.—Astatic Action.

Assume $P = Q_n$, $W = 0$, then the energy equation, Formula (61), is satisfied when u_{na}, u_{nb} .... u_{ni} .... assume any values, and $v = P \dfrac{\gamma}{V}$ (Formula 83), all other parameters being equal to zero.

B.—Orthostatic Action.

$P = 0$ puts the energy equation in the form $L = U - Ww = \text{min}$. Differentiation then gives a set of equations of the type:

$$\frac{\partial L}{\partial u_{ni}} = Q_n \frac{\partial \delta^{(n)}}{\partial u_{ni}} - Ww_{ni} = 0 \ldots\ldots\ldots\ldots\ldots\ldots (91)$$

or, if Formula (89) is used:

$$Q_n (\delta_{na \cdot ni}\ u_{na} + \delta_{nb \cdot ni}\ u_{nb} + \ldots + \delta_{ni}\ u_{ni} + \ldots) = Ww_{ni} \ldots (92)$$

By making $i = 1, 2, 3$......, a set of equations similar to Formula (92) is obtained. One such set of linear equations is derived for each critical load, and thereby sufficient relations are found for the determination of all the astatic parameters. In the special case in which there is only one astatic parameter, u_n, corresponding to Q_n, the quadric, $\delta^{(n)}$, is reduced to the form:

$$\delta^{(n)} = \frac{1}{2}\ \delta_n u^2{}_n$$

whereby Formula (92) is reduced to the following special form, which is equivalent to Formula (69):

$$Q_n\ \delta_n u_n = Ww_n \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (93)$$

The orthostatic parameter, v, and the independent parameters, t_1, t_2......, are found in a similar manner from equations of the form:

$$\frac{\partial L}{\partial v} = 0, \frac{\partial L}{\partial t_1} = 0, \frac{\partial L}{\partial t_2} = 0, \text{etc.}$$

C.—Heterostatic Action.

In this case, the astatic parameters are denoted with a prime, as, for example, u'_{ni}. By substituting Formulas (86), (87), (88), and (90), in the energy equation, $L = U - P\delta - Ww = \text{min.}$, and differentiating with respect to the astatic parameters, equations of the following type are found:

$$\frac{\partial L}{\partial u'_{ni}} = (Q_n - P) \frac{\partial \delta^{(n)}}{\partial u'_{ni}} - Ww_{ni} = 0 \ldots\ldots\ldots\ldots (94)$$

These equations are linear. By the substitution of Formula (89) for $\delta^{(n)}$, Formula (94) is transformed into:

$$(Q_n - P)(\delta_{na \cdot ni}\ u'_{na} + \delta_{nb \cdot ni}\ u'_{nb} + \ldots + \delta_{ni}\ u'_{ni} + \ldots) = Ww_{ni} \ldots (95)$$

A set of equations like Formula (95) is obtained by making $i = 1, 2, 3$...... One such set of equations belongs to each astatic load. By comparing Formula (95) with Formula (92), the following general relation is found between the values, u_{ni}, of the parameters in the orthostatic action produced by W alone,

and the values, u'_{ni}, of the same parameters in the heterostatic action produced by P and W together:

$$u'_{ni} = \frac{Q_n}{Q_n - P} u_{ni} \qquad (96)$$

or,

$$u'_{ni} = u_{ni} + \frac{P}{Q_n - P} u_{ni} \qquad (97)$$

These formulas are actually the same as Formulas (73) and (74), which were derived for the simplified case. That is, Formulas (73) and (74) can be applied generally.

The orthostatic parameter in the astatic action was found to be $v = \frac{P\gamma}{V}$ (Formula (83)). Assume that the orthostatic action gives the value, v_0. Since v enters only in linear terms in δ and w (Formulas (87) and (88)), the value, v', of the orthostatic parameter in the heterostatic action can be found by adding the values in the corresponding astatic and orthostatic actions, that is,

$$v' = \frac{P\gamma}{V} + v_0 \qquad (98)$$

The derivatives, $\frac{\partial L}{\partial t_1}, \frac{\partial L}{\partial t_2}$, etc., are the same as those in the orthostatic action, hence the independent parameters, $t_1, t_2, \ldots\ldots$, are the same in the heterostatic action as in the corresponding orthostatic action.

Now, consider some effect, F. The particular value of F in the heterostatic action is denoted by F'. Assume that F can be expressed as,

$$F = \Sigma F^{(n)} + F_0 v + \bar{F}(t_1, t_2 \cdots) \qquad (99)$$

where F_0 is a constant and where $F^{(n)}$ is a linear homogeneous function of the astatic parameters belonging to Q_n. That is, $F^{(n)}$ can be written:

$$F^{(n)} = F_{na} u_{na} + F_{nb} u_{nb} + \cdots + F_{ni} u_{ni} + \cdots \qquad (100)$$

We now introduce the particular values, $\ldots . u'_{ni}$ and v', given by Formulas (97) and (98), in Formulas (99) and (100), and we find thereby the value F' of the effect F in the heterostatic action. This value, F', is then expressed as follows in terms of the corresponding values, F, u_{ni} and $F^{(n)}$, which occur in the orthostatic action:

$$F' = F + \sum_n \frac{P}{Q_n - P} \sum_i F_{ni} u_{ni} + P \frac{F_0 \gamma}{V} \qquad (101)$$

or,

$$F' = F + \sum_n \frac{P}{Q_n - P} F^{(n)} + P \frac{F_0 \gamma}{V} \qquad (102)$$

Formulas (101) and (102) express the effect in the heterostatic action in a case of a most general character, namely, the general case in which the heterostatic load can be resolved into one orthostatic component, W, and one component, P, giving pure astatic action. Like F and u_n in Formula (75) (which is the general formula derived in the simplified case), F, u_n, and $F^{(n)}$ in Formulas (101) and (102) are values belonging to the "corresponding ortho-

static action" produced when $P = 0$. Formula (75) may be derived as the special case of Formula (102) in which $F^{(n)} = F_n u_n$ and $F_0 \gamma = 0$. The general Formula (12) used in Part II is seen readily to be the special case of Formula (102), in which the "effects", F, F', and $F^{(n)}$, are the bending moments, M, M', and M_n, respectively. F_0 is zero in that special case. These considerations also prove finally that the applications made in Article 17 to straight columns are valid whether or not the axial shortening is appreciable.

22.—Determination of the Parameters in the General Case, When the Internal Actions Are Known.—The intensity of internal action, the generalized stress, R, may be considered as an "effect", and may be expressed in the same manner as F in Formula (99). We write then:

$$R = \Sigma R^{(n)} + R_0 v + R(t_1, t_2 \ldots) \quad \ldots\ldots\ldots\ldots (103)$$

in which,

$$R^{(n)} = R_{na} u_{na} + R_{nb} u_{nb} + \ldots + R_{ni} u_{ni} + \ldots\ldots\ldots\ldots (104)$$

The energy of the element, ds, is $\frac{1}{2}\, rR^2 ds$, so that the total resilience is $U = \frac{1}{2} \int rR^2 ds$ (Formula (41)). U is a quadric in the parameters, but has no terms containing products of the following types: $u_{ni} u_{mk}$, where $n \neq m$; $u_{ni}\, v$; $u_{ni}\, t_k$; $v t_k$. This property of u is expressed in Formula (86), which omits all such terms. It follows that the property of orthogonality, proved in Article 15 with reference to two astatic parameters, is extended so as to include the following relations:

$$\int rR_{ni} R_{mk}\, ds = 0 \;\; (m \neq n, \text{ compare Formula (57)}) \ldots\ldots\ldots (105)$$

$$\int rR_{ni} R_0\, ds = 0\,; \;\; \int rR_{ni} \bar{R} ds = 0\,; \;\; \int rR_0 \bar{R} ds = 0 \ldots\ldots (106)$$

Multiplying Formula (103) by $rR_{ni}\, ds$ and integrating so as to include all elements of energy, thereby making use of Formulas (105) and (106), we find,

$$\int r\, R\, R_{ni}\, ds = \int r\, R^{(n)}\, R_{ni}\, ds \;\; \ldots\ldots\ldots\ldots (107)$$

or,

$$\int r\, R\, R_{ni}\, ds = u_{na} \int r\, R_{na} R_{ni}\, ds + u_{nb} \int r\, R_{nb} R_{ni}\, ds + \ldots\ldots$$
$$+ u_{ni} \int r\, R_{ni}^2\, ds + \ldots\ldots\ldots\ldots\ldots (108)$$

The latter equation (Formula (108)) is one of a set which may be written:

$$\left.\begin{array}{l}
u_{na} \int r\, R_{na}^2\, ds + u_{nb} \int r\, R_{nb} R_{na}\, ds + \ldots\ldots \\
\qquad + u_{ni} \int r\, R_{ni} R_{na}\, ds + \ldots\ldots = \int rR\, R_{na}\, ds \\
u_{na} \int r\, R_{na} R_{nb}\, ds + u_{nb} \int r\, R_{nb}^2\, ds + \ldots\ldots \\
\qquad + u_{ni} \int r\, R_{ni} R_{nb}\, ds + \ldots\ldots = \int r\, R\, R_{nb}\, ds \\
\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots
\end{array}\right\} \;.\; (109)$$

This set contains one equation for each of the parameters, $u_{na}, u_{nb}, \ldots u_{ni} \ldots$, which belong to the critical load, Q_n. One set of such equations can be derived for each different critical load, and thereby a number of equations is found, which is sufficient for the determination of all the astatic parameters. A very important special case is that in which u_{na} is the only parameter belonging to the critical load, Q_n. In that case the set, Formula (109), is reduced to one equation, which may be written:

$$u_{na} = \int \frac{r\, R\, R_{na}\, ds}{r\, R_{na}^2\, ds} \qquad (110)$$

The index, n, may be used in this special case instead of na. Then, Formula (110) becomes identical with Formula (59), which was derived for the simplified case in Article 17, in a very similar manner.

Formula (110) applies under special circumstances, even when there is more than one astatic parameter belonging to Q_n. It applies whenever the condition, $\int r\, R_{nb}\, R_{na}\, d\, s = \ldots = \int r\, R_{ni}\, R_{na}\, d\, s = \ldots = 0$, is satisfied. In such a case, the parameter, u_{na}, will be said to have been orthogonalized with respect to the other parameters in the group, $u_{nb} \ldots u_{ni}$. It is always possible, by a proper choice of the parameters in the group belonging to one critical load, to orthogonalize all the parameters in this group with respect to each other. This process is often facilitated by properties of symmetry of the structure. Take, for instance, the vertical hinged-end column with spherical bearings and with circular cross-section: Two astatic parameters will correspond to each critical load. Each such pair of parameters is orthogonalized by choosing the parameters so that they measure the amounts of buckling in two vertical planes perpendicular to one another.

The orthostatic parameter, v, is found in a similar way. Multiplying Formula (103) by $r\, R_0\, ds$, integrating, thereby using the properties of orthogonality expressed in Formula (106), and solving for v, we find an expression, similar to Formula (110), namely,

$$v = \int \frac{r\, R\, R_0\, d\, s}{r\, R_0^2\, d\, s} \qquad (111)$$

The independent parameters, $t_1, t_2 \ldots\ldots$, can be determined in the same manner as any group of astatic parameters. One finds a set of equations of the same form as that shown in Formula (109).

23.—Mixed Astatic Action.—We will consider again the general formula for heterostatic action, namely,

$$F' = F + \sum_n \frac{P}{Q_n - P}\, F^{(n)} + P\, \frac{F_0\, \gamma}{V} \qquad (102)$$

where $F^{(n)} = \Sigma\, F_{ni}\, u_{ni}$. In the special case, $P = Q_n$, the effect, F', would generally become infinite, except when $F^{(n)} = 0$, in which particular case, Formula (102) indicates F' as indefinite. This consideration suggests that P combined with special types of the orthostatic load, W, may cause astatic actions which differ from the pure astatic action produced by P acting alone, but which have, nevertheless, some of the characteristic features of pure buckling. The most important of these features is that of the indefinite dis-

placements at constant values of the load. The possibility of such "mixed astatic actions", produced under the combined influence of a pure astatic load and an orthostatic load, will now be examined.

Consider Formula (95): It is one of a set belonging to Q_n. The set is completed by exchanging the indices, na, nb......, respectively, for ni. It is assumed that,

$$w_{na} = w_{nb} = \ldots\ldots = w_{ni} = \ldots\ldots = 0.$$

Then the set of Formulas (95) is solved as follows:

$$\text{When } P \neq Q_n, u'_{na} = u'_{nb} = \ldots\ldots u'_{ni} = \ldots\ldots = 0;$$
$$\text{When } P = Q_n, u'_{na}, u'_{nb} \ldots\ldots u'_{ni} = \ldots\ldots = \text{any values.}$$

This solution satisfies Formula (94), and when the other parameters have been found by the methods indicated in Article 21, by using, for instance, Formulas (97) and (98), the combined solution will satisfy the general energy equation, Formula (61). The conclusion is that $P = Q_n$ produces astatic action when combined with W, provided the coefficients, $w_{na} \ldots\ldots w_{ni} \ldots\ldots$, vanish. On account of Formula (92), this condition can also be expressed as follows: Astatic action is possible when the values, u_{na}, $u_{nb} \ldots\ldots u_{ni} \ldots\ldots$, as determined in the orthostatic action produced by W alone, are zero.

A whole series of special critical loads, Q_n, Q_n', $Q_n'' \ldots\ldots$, forming a part of the complete series of critical values of P, may give astatic action, although the astatic load is combined with the orthostatic load, W. Now, assume that W varies proportionally to P. In that case, the combination, P, W, can be considered as one load, the intensity of which is measured by P. As it produces astatic action when the intensity reaches the critical values, Q_n, Q_n', $Q_n'' \ldots\ldots$, the heterostatic load, P, W, may be considered as an astatic load. Let u_{mk} be some astatic parameter which W, acting alone, causes to be different from zero, and let the value, u_{mk}, be the particular value produced by W alone; then, Formula (97) would give the corresponding value of the parameter produced by the combination, P, W, namely,

$$u'_{mk} = u_{mk} + \frac{P}{Q_m - P} u_{mk}$$

u_{mk} is proportional to W, which is assumed to be proportional to P. It follows that u'_{mk} is neither constantly zero, nor proportional to P, and therein lies a principal difference between the pure astatic action produced by P, and astatic action produced by the load, P, W. It is the latter type of astatic action which is designated as "mixed astatic action". This discussion may be summarized as follows: The load, P, W, in which W is proportional to P, may produce astatic action at a series of critical values of P. When one or more of the astatic parameters becomes different from zero, under the influence of W, then stresses and other effects in the structure are neither all zero, nor proportional to the load, even when the load is different from any critical value. In that case, the action is a mixed astatic action, to be distinguished from the pure astatic action in which, as long as the load is different from its critical values, the effects are either zero or proportional to the load.

In the case analyzed, u_{na}, $u_{nb}, \ldots\ldots u_{ni} \ldots\ldots$ are astatic parameters, not only with reference to the load, P, but also with reference to the astatic load, P, W.

Yet, u_{mk} can be classified neither as an astatic, an orthostatic, nor as an independent parameter. The only case in which the effects in a structure can be described completely in terms of astatic parameters, one orthostatic parameter, and independent parameters, with reference to a certain load, is that in which this load produces pure astatic action. In most cases, it is possible to conclude from the nature of the structure and from the nature of the load whether a certain astatic action is a pure or a mixed action. If it is a mixed astatic action, then, in order to make the general Formulas (101) and (102) applicable, the load should be resolved into two components, one, P, giving pure astatic action, the other, W, giving orthostatic action.

As an example, consider a hinged-end column with the load, P, transferred at the ends with equal but opposite eccentricities, $\pm\ e$. The case was treated in Article 9. Astatic equilibria occur when $P = \frac{n^2\,\pi^2\,E\,I}{l^2}$, where $E\ I$ = the stiffness factor, l = the length, and $n = 1, 3, 5 \ldots\ldots$ Between these critical loads, the stresses, deflections, and other actions do not increase proportionally to the load, except at special points. The case may be classified as heterostatic action or as mixed astatic action. The load may be resolved into an astatic component giving pure astatic action, namely, a central end load, P, and an orthostatic component, namely, the end moments, Pe, both clockwise, or both anti-clockwise. If the same column is loaded by a central axial end load and, at the same time, by a symmetrical transverse load, then astatic equilibria occur at $P = \frac{n^2\,\pi^2\,E\,I}{l^2}$, with $n = 2, 4, 6 \ldots\ldots$ Also, this case is evidently one of mixed astatic action.

24.—Initial Eccentricities in a Simplified Case.—A structure is considered, which depends on the parameters, $u_1 \ldots\ldots u_n$, which are all astatic parameters with respect to the load, P. When all the critical loads, $Q_1 \ldots\ldots Q_n$, are different, then U and δ of the energy equation, $L = U - P\,\delta = \text{min.}$, can be expressed as in Formulas (66) and (63) in Article 17,

$$U = \frac{1}{2}\ \Sigma\ Q_n\,\delta_n\,u_n^{\,2}\ ; \qquad \delta = \frac{1}{2}\ \Sigma\ \delta_n\,u_n^{\,2}$$

Now, assume a change of shape defined by $u_1 = e_1, \ldots\ldots u_n = e_n \ldots\ldots$, and assume that these deformations remain as a "permanent set" after the release of the load. It is also assumed that zero stresses correspond to zero load after the change has taken place, and that all other elastic properties, stiffness constants, etc., remain as before the change. In the changed structure, the original load, P, will no longer produce pure astatic action. The new case can be described as differing from the original case by eccentricities which are measured by $e_1 \ldots\ldots e_n \ldots\ldots$ By definition, $e_1 \ldots\ldots e_n \ldots\ldots$ will be called "the eccentricities", or, more explicitly, "the eccentricities of the parameters, $u_1 \ldots\ldots u_n \ldots\ldots$, with respect to the astatic load, P". The two structures, the original and the changed, will be called the "concentric" and the "eccentric" structures, respectively.

The quantities, $u_1 \ldots\ldots u_n \ldots\ldots$, can be used as parameters of both the eccentric and the concentric structure. The method of measuring the param-

eters starting from the initial shape of the concentric structure, will first be used; that is, in the eccentric structure, $u_1 = e_1, \ldots\ldots u_n = e_n \ldots\ldots$, represents the state of zero stresses, while $u_1 = \ldots = u_n = \ldots = 0$ indicates the shape which coincides with the initial shape of the concentric structure. This is one of the exceptional cases, in which the general rule laid down in Article 11, that zero values of all the parameters represent zero stresses, is not followed. Since the stiffness constants are the same in both structures, the resilience quadric of the eccentric structure becomes:

$$U = \frac{1}{2} \Sigma\, Q_n\, \delta_n\, (u_n - e_n)^2 \ldots\ldots\ldots\ldots\ldots\ldots (112)$$

When δ is measured, starting from the initial shape of the original structure, the expression, Formula (63), for δ remains unchanged, that is, we have also in the eccentric structure:

$$\delta = \frac{1}{2} \Sigma\, \delta_n\, u_n^2$$

Substituting Formulas (63) and (112) in the equation, $L = U - P\delta = \text{min.}$, one finds the energy equation of the eccentric structure:

$$L' = \frac{1}{2} \Sigma\, (Q_n - P)\, \delta_n\, u_n^2 - \Sigma\, Q_n\, \delta_n\, e_n\, u_n = \text{min} \ldots\ldots\ldots (113)$$

Differentiation with respect to u_n gives:

$$u_n = e_n + \frac{P}{Q_n - P}\, e_n \ldots\ldots\ldots\ldots\ldots\ldots (114)$$

By comparing Formula (114) with the general Formula (74) derived in Article 17, it is seen that the value of the parameter, u_n, in the eccentric action can be found as the value of the same parameter in a certain heterostatic action which occurs in the original concentric structure, namely, the heterostatic action in which the astatic load, P, is combined with an orthostatic load which, if acting alone, would produce the initial shape of the eccentric structure. The character of this orthostatic load, W, and of its displacement, w, is defined by Formula (115):

$$W\, w = \Sigma\, Q_n\, \delta_n\, e_n\, u_n \ldots\ldots\ldots\ldots\ldots\ldots (115)$$

Effects which are measured, starting from the initial shape of the original structure, such as deflections from this initial shape, can be found by substituting the values of $u_1 \ldots\ldots u_n \ldots\ldots$, found by Formula (114), in the formulas which determine these effects in the original structure. Other effects, such as stresses or deflections from the initial shape of the eccentric structure, effects which are zero when $u_1 = e_1, \ldots\ldots u_n = e_n \ldots\ldots$, are found by substituting $u_1 - e_1, \ldots\ldots u_n - e_n \ldots\ldots$ for $u_1 \ldots\ldots u_n \ldots\ldots$ in the formulas for these effects in the original structure.

This result suggests that, in certain cases, it might be advantageous to measure the parameters starting not from the initial shape of the original structure, but from the initial shape of the eccentric structure. Let the parameters measured in this manner be $\bar{u}_1 \ldots\ldots \bar{u}_n \ldots\ldots$ They are derived from the parameters, $u_1 \ldots\ldots u_n \ldots\ldots$, simply by subtracting the eccentricities,

$e_1 \ldots\ldots e_n \ldots\ldots$; that is, $\ldots\ldots \bar{u}_n = u_n - e_n$, etc. Hence the resilience is expressed as follows:

$$U = \frac{1}{2} \Sigma\, Q_n\, \delta_n\, \bar{u}_n^{\,2} \ldots\ldots\ldots\ldots\ldots\ldots \quad (116)$$

By measuring δ as before, from the initial shape of the original structure, it is found that,

$$\delta = \frac{1}{2} \Sigma\, \delta_n\, (u_n + e_n)^2 \ldots\ldots\ldots\ldots\ldots\ldots \quad (117)$$

Substitution of Formulas (116) and (117) puts the energy equation, $L = U - P\delta = \text{min.}$, in the form:

$$L'' = \frac{1}{2} \Sigma \left(Q_n - P \right) \delta_n \bar{u}_n^{\,2} - P\, \Sigma\, \delta_n e_n \bar{u}_n = \text{min.} \ldots\ldots \quad (118)$$

Differentiation with respect to $\bar{u}_n$ gives:

$$\bar{u}_n = \frac{P}{Q_n - P}\, e_n \ldots\ldots\ldots\ldots\ldots\ldots\ldots \quad (119)$$

Since $u_n = \bar{u}_n + e_n$, Formula (119) is actually the same as Formula (114). Formula (118) leads to another interpretation of the eccentric action as a case of heterostatic action, and appears as the equation of a heterostatic action in which both the orthostatic and the astatic components of the load are measured in intensity by P. The orthostatic component is defined by its work, $Ww = P \Sigma\, \delta_n e_n \bar{u}_n$. The displacement in the direction of the astatic load in Formula (118) is expressed as $\delta' = \frac{1}{2} \Sigma\, \delta_n \bar{u}_n^{\,2}$, while Formula (117) expresses the displacement in the direction of the original load. The astatic component in Formula (118) may be obtained by adding certain loads proportional to P to the original load. Since the total given load, P, is the heterostatic load in Formula (118), however, the loads mentioned (which were to be added to the given load in order to produce the astatic load) will be equal and opposite to the loads which constitute the orthostatic component.

25.—Initial Eccentricities in the General Case.—Consider a structure of a more general type, using the notation given in Article 20. A load, P, is assumed to produce pure astatic action. A change or deformation is considered, in which the astatic parameters, $u_{na} \ldots\ldots u_{ni} \ldots\ldots$, belonging to the critical load, Q_n, take the values $e_{na} \ldots\ldots e_{ni} \ldots\ldots$, and in which the other astatic parameters take values which are denoted correspondingly. These deformations are assumed to be retained as a permanent set after the release of the load, so that the changed shape is now that which corresponds to zero stresses and zero resilience. As in Article 24, the quantities, $e_{na} \ldots\ldots e_{ni} \ldots\ldots$, etc., are called, by definition, "the eccentricities of the parameters with respect to the load, P." The stiffness constants, such as the coefficients in the resilience quadric, are assumed again to remain the same as in the original structure. When the parameters and the deflections are measured from the original shape of the structure, that is, when the set of values, $u_{na} = e_{na}, \ldots\ldots u_{ni} = e_{ni}$, etc., represents the initial shape of the changed eccentric structure, the expression

for the displacement, δ, in the direction of P will remain the same as in the original structure. According to Article 20, we have then Formula (87):

$$\delta = \Sigma\, \delta^{(n)} + \gamma\, v$$

where (Formula 89),

$$\delta^{(n)} = \frac{1}{2} \sum_i \delta_{ni}\, u_{ni}^{\,2} + \sum_{i,k} \delta_{ni,\,nk}\, u_{ni}\, u_{nk}$$

The expression for the resilience, U, is modified so as to make the set of values, $u_{na} = e_{na}\ldots\ldots u_{ni} = e_{ni}\ldots\ldots$, give $U =$ min., that is, instead of Formula (86), we have for the eccentric structure:

$$U = \Sigma\, \bar{U}^{(n)} + \frac{1}{2}\, V v^{\,2} + T\,(t_1, t_2, \ldots) \ldots\ldots\ldots\ldots\ldots (120)$$

where,

$$\bar{U}^{(n)} = \frac{1}{2} \sum_i Q_n\, \delta_{ni}\, (u_{ni} - e_{ni})^2$$

$$+ \sum_{i,k} Q_n\, \delta_{ni,\,nk}\, (u_{ni} - e_{ni})\, (u_{nk} - e_{nk}) \ldots\ldots\ldots\ldots\ldots (121)$$

Substitution of Formulas (87), (89), (120), and (121) in the energy equation, $L = U - P\delta =$ min., and differentiation with respect to u_{ni} gives

$$\frac{\partial L}{\partial u_n} = \left(Q_n - P\right) \left(\delta_{ni}\, u_{ni} + \sum_k \delta_{ni,\,nk}\, u_{nk}\right)$$

$$- Q_n \left(\delta_{ni}\, e_{ni} + \sum_k \delta_{ni,\,nkn} e_{nk}\right) = 0 \ldots\ldots\ldots\ldots\ldots\ldots (122)$$

where $k \neq i$. By exchanging the indices, na, $nb \ldots\ldots$, for ni, a set of linear equations is obtained from which the parameters, u_{na}, u_{nb}, $u_{ni}\ldots\ldots$, belonging to Q_n can be determined. The solution of the set of Formula (122), is:

$$u_{na} = e_{na} + \frac{P}{Q_n - P}\, e_{na}, \ldots\ldots \quad u_{ni} = e_{ni}, + \frac{P}{Q_n - P}\, e_{ni}, \ldots\ldots (123)$$

Formula (123) is virtually the same as Formula (114), derived for the simplified case. Formula (123) should be compared with Formula (97), the general formula for astatic parameters in heterostatic action. The comparison also shows that, in the case of the eccentric action in the structure of more general character, the values of the parameters can be determined as the values generated in a certain heterostatic action in the original structure; and as, in the simplified case, this heterostatic action is produced by the load, P, which is an astatic load in the original structure, combined with an orthostatic load which would produce the eccentricities, $e_{na}\ldots\ldots e_{ni}$, etc.

As in the simplified case, one may measure the parameters starting from the initial shape of the eccentric structure, that is, instead of u_{ni}, one may use, $\bar{u}_{ni} = u_{ni} - e_{ni}$. This method gives, analogous to Formula (119).

$$u_{ni} = \frac{P}{Q - P}\, e_{ni} \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots (124)$$

With the quantities, $\bar{u}_{ni}$, introduced as parameters in the expressions for resilience and displacement, a form of the energy equation will be derived which is analogous to Formula (118). One finds, then, as in the simplified

case, that the eccentric action can be interpreted as a heterostatic action in the eccentric structure. In that action, both the orthostatic component and the astatic component of the load, are proportional to P, the astatic component differing from the load, P, on the original structure by a load equal and opposite to the orthostatic component.

If a permanent set causes $v = v_e$ to be the value of the orthostatic parameter at zero stresses, then v_e added to the value of v produced in the original structure, gives the value of v in the changed structure, as measured from the initial shape of the original structure. This conclusion is easily verified by an application of the energy equation. In the same manner, if a permanent set causes one of the independent parameters, say, t_1, to take the value, t'_1, at zero stresses, then, as long as P is the only load, $t_1 = t'_1$ will remain as the constant value of that parameter. In other words, permanent sets represented by changes of the orthostatic parameter and of the independent parameter can be treated independently, that is, the effects due to such permanent sets can be combined with the effects due to the eccentricities of the parameters, $u_{na} \ldots\ldots u_{nt} \ldots\ldots$, etc., by simple addition.

26.—Effects in Eccentric Action.—As a typical example consider the hinged-end column, with a length, l, and a constant stiffness factor, EI. Deflections from the originally straight center line can be expressed as follows:

$$y = \Sigma u_n \sin \frac{n \pi x}{l},$$

where x is the distance from one end. The factors, u_n, will be used as the astatic parameters. The critical loads are expressed by the Euler formula,

$$Q_1 = Q = \frac{\pi^2 EI}{l^2} \ ; \quad Q_n = n^2 Q$$

The column, which had originally a straight center line, is now bent in such a way that permanent sets are left. The deflections, e, which remain when the load is released and the stresses are zero, may be expressed by a Fourier series of the form:

$$e = \Sigma e_n \sin \frac{n \pi x}{l}$$

According to the definitions made in Articles 24 and 25, $e_1 \ldots\ldots e_n \ldots\ldots$ are then the eccentricities of the astatic parameters, $u_1 \ldots\ldots u_n \ldots\ldots$, with respect to the end load, P. Denote, further: c = the distance from the center line to the extreme fibers, so that $\frac{I}{c}$ = the section modulus; A = the area of cross-section; and k = the radius of gyration, defined by $I = Ak^2$. The stresses, s, in the extreme fibers are among the effects which have particular interest, if y is measured from the original straight center line, which is also the line of the force, P; in that case the stress is expressed as:

$$S = \frac{P}{A} + \frac{P\,yc}{I} \ ; \quad \text{or,} \quad S = \frac{P}{A} \left(1 + \frac{y\,c}{k^2}\right)$$

According to Formula (123) or Formula (114), we have:

$$y_n = e_n + \frac{P}{Q_n - P} e_n = e_n + \frac{P}{n^2 Q - P} e_n$$

By substituting these values in the expression for y, and then introducing the value of y in the expression for S, we find:

$$S = \frac{P}{A}\left(1 + \frac{c}{k^2} (e + \Sigma \frac{P}{n^2 Q - P} e_n \sin \frac{n\pi x}{l}\right) \ldots\ldots\ldots (125)$$

where $n = 1, 2, 3 \ldots\ldots$

Formula (125) gives the stress in the extreme fibers at any one point of the column. The reversed problem, that of finding the limiting value of P corresponding to a maximum allowable stress, S, may be treated by solving Formula (125), with respect to P. P is then found as a function of x and l. For each given value of l, the distance, x, has to be chosen so as to make P a minimum. In this manner, the limiting values of P will be found as a function of l. This function, say, $P = P(l)$, can be considered as the solution of Formula (125). In actual columns, it is impossible to secure an absolutely straight center line, an absolutely concentric loading, or a perfect evenness of the elastic qualities. The result is that eccentricities, such as those measured by e, or by $e_1, \ldots\ldots e_n$, cannot be avoided altogether in actual columns. With definite, properly chosen values of $e_1 \ldots\ldots e_n \ldots\ldots$, Formula (125), therefore, can be considered as a general column formula applying to actual columns, as long as their action depends essentially on the conditions before the elastic limit has been exceeded.* The column formulas commonly used in engineering design, such as that of Rankine, or the combination of the Euler formula with Johnson's parabolic formula, therefore, should appear as approximations to solutions of Formula (125). In the analysis of columns, one sometimes assumes a constant eccentricity which should then be considered as an "equivalent constant eccentricity", producing the same effect as the actual varying eccentricity. With $e =$ constant, Formula (125) would lead to a solution, but the case is solved more easily by direct application of the differential equation of flexure. The result is the well known secant formula, which is given in many textbooks on Strength of Materials. With other end conditions, fixed ends, one free end, etc., formulas quite similar to Formula (125) can be derived. It may be said then that Formula (125) is a column formula of a general type, which applies to actual columns having small definite eccentricities.

If in the case solved by Formula (125), the greatest stress can be expected to be at or near the middle of the column, the solution can be simplified by introducing the definite value, $x = \frac{l}{2}$. This value gives $\sin \frac{n\pi x}{l}$ equal to: zero when n is even; $+1$ when $n = 1, 5, 9, \ldots$; and -1 when $n = 3, 7, \ldots\ldots$. Thereby, Formula (125) is reduced to:

$$S = \frac{P}{A}\left(1 + \frac{c}{k^2}\left(e_{center} + \frac{P}{Q - P} e_1 - \frac{P}{9Q - P} e_3 + \frac{P}{25Q - P} e_5 \ldots\right)\right) . (126)$$

where $e_{center} = e_1 - e_3 + e_5 \ldots\ldots$

* Compare Kármán's work in which the influence of stresses above the elastic limit is investigated, "Mitteilungen über Forschungsarbeiten auf dem Gebiete des Ingenieurwesens", v. 81 (1910).

The general case of eccentric action in any structure may now be considered. It is assumed that the load, P, would produce pure astatic action if it was not for the eccentricities, e_{na}, e_{nb}......e_{ni}......, etc., of the astatic parameters, u_{na}, u_{nb}......u_{ni}......, etc. One may consider some "effect", F. F will be assumed to be an effect which is expressed by the same function of the parameters whether the original or the eccentric structure is considered, the parameters being measured in both cases, from the initial shape of the concentric structure. In the special case previously treated, the stress, S, when expressed as indicated in terms of the deflections, y, is an effect of this kind, and so is, in general, any effect which is proportional to the deflections from the original shape. The general effect, F, was expressed by Formula (99), which, after substitution of Formula (100), may be written in the form:

$$F = \sum_n \sum_i F_{ni}\, u_{ni} + F_0\, v + \bar{F}\,(t_1,\ t_2,\ \ldots\ldots) \quad \ldots\ldots\ldots\ldots (127)$$

When P acts alone on the original concentric structure, and is different from any of the critical values—so that no buckling takes place — the effect is proportional to the orthostatic parameter, and may be written, in accordance with Formulas (127) and (83), as follows:

$$F_c = F_0\, v = P\,\frac{F_0\,\gamma}{V} \quad \ldots\ldots\ldots\ldots (128)$$

Let t_1', t_2'......, be the eccentricities caused in the independent parameters, t_1, t_2......, by the permanent set. By substituting these values, Formula (128), and the values of the parameters, u_{ni}, given by Formula (123), in Formula (127), the effect in the eccentric action, is found to be as follows:

$$F = F_c + \sum_n \sum_i F_{ni}\, e_{ni} + \sum_n \frac{P}{Q_n - P} \sum_i F_{ni}\, e_{ni} + \bar{F}\,(t_1',\ t_2',\ \ldots\ldots). \ (129)$$

Formula (129), as might be expected, is quite similar to Formula (101), which determines the effects, F', in heterostatic action. As a matter of fact, Formula (129) might have been derived as a special case of Formula (101).

If F is an effect which varies from point to point, then F and the coefficients, F_{ni}, are functions of the location. Assume that the limiting strength of the structure is defined by some limiting value of F, which must not be exceeded. The lowest value of P found by solving Formula (129), with this value of F substituted, determines the upper limit beyond which the load, P, cannot be increased. In other words, Formula (129), like Formula (125) in the special case, can be used as a general formula to define the carrying capacity in eccentric action. It is practically impossible to build any structure absolutely exactly as designed. It follows that small eccentricities such as the e's in Formulas (125) and (129), must always be expected to exist. Equations such as Formula (129), with certain assigned values of the eccentricities, therefore, may be used to determine the limiting values of loads which are apparently astatic loads, and would be so if the structure was built with absolute exactness. It follows from the similarity between Formulas (129) and (125) that in a great number of the cases covered by the general Formula (129), it will be possible to substitute approximate formulas similar to the

solutions of Formula (125); that is, formulas similar to that of Rankine, Johnson's parabolic formula, etc., will be approximate solutions of the general Formula (129) in various cases of buckling.

27.—Determination of Astatic Actions and Astatic Parameters by the Expressions for Resilience and Displacement.—Assume that a certain structure is defined with sufficient exactness by a finite number of parameters, $x_1, x_2 \ldots\ldots$, which are not assumed, in general, to be astatic parameters. Let the resilience be expressed by the quadric:

$$U = \frac{1}{2} A_1 x_1^2 + \frac{1}{2} A_2 x_2^2 + \ldots. + A_{1,2} x_1 x_2 + \ldots\ldots\ldots\ldots \quad (130)$$

Assume that the displacement in the direction of the load, P, is also expressed by a quadric, namely,

$$\delta = \frac{1}{2} a_1 x_1^2 + \frac{1}{2} a_2 x_2^2 + \ldots. + a_{1,2} x_1 x_2 + \ldots\ldots\ldots\ldots \quad (131)$$

Then, the energy equation, $L = U - P\delta =$ min., gives:

$$\left.\begin{aligned} \frac{\partial L}{\partial x_1} &= (A_1 - a_1 P)\, x_1 + (A_{1,2} - a_{1,2} P)\, x_2 \\ &\quad + (A_{1,3} - a_{1,3} P)\, x_3 + \ldots. = 0 \\ \frac{\partial L}{\partial x_2} &= (A_{1,2} - a_{1,2} P)\, x_1 + (A_2 - a_2 P)\, x_2 \\ &\quad + (A_{2,3} - a_{2,3} P)\, x_3 + \ldots. = 0 \\ &\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots \end{aligned}\right\} \ldots\ldots\ldots \quad (132)$$

The equations, Formula (132), are solved by $x_1 = x_2 = \ldots\ldots = 0$. Solutions different from zero are possible, however, when the determinant of the equations, Formula (132), vanishes,* that is, when:

$$\left.\begin{matrix} A_1 - a_1 P & A_{1,2} - a_{1,2} P & A_{1,3} - a_{1,3} P \ldots. \\ A_{1,2} - a_{1,2} P & A_2 - a_2 P & A_{2,3} - A_{2,3} P \ldots. \\ \ldots\ldots & \ldots\ldots & \ldots\ldots \end{matrix}\right\} = 0 \ldots \quad (133)$$

If there are m parameters, Formula (133) is an equation of mth degree in P, and has, in general, m solutions. Assume that these solutions are $P = Q_1$, $Q_2 \ldots\ldots Q_n \ldots\ldots$, and take, for instance, $P = Q_n$. Substituted in Formulas (132), $P = Q_n$ gives the set:

$$\left.\begin{aligned} (A_1 - a_1 Q_n)\, x_1 + (A_{1,2} - a_{1,2} Q_n)\, x_2 + (A_{1,3} - a_{1,3} Q_n)\, x_3 + \ldots. &= 0 \\ (A_{1,2} - a_{1,2} Q_n)\, x_1 + (A_2 - a_2 Q_n)\, x_2 + (A_{2,3} - a_{2,3} Q_n)\, x_3 + \ldots. &= 0 \\ \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots & \end{aligned}\right\} . \quad (134)$$

With $x_1 = c_{n_1} u_n$, where c_{n_1} is a chosen constant, and $u_n =$ any value, $m - 1$, of the equations, Formula (134), gives solutions which satisfy the remaining equation, hence, the solutions of the equations, Formula (134), may be expressed, as follows:

$$x_1 = c_{n1} u_n \; ; \qquad x_2 = c_{n2} u_n \; ; \qquad x_3 = c_{n3} u_n \; ; \ldots\ldots\ldots \quad (135)$$

where u_n can take any value. u_n can be used as a parameter defining the variation expressed in Formula (135). Furthermore, u_n can be interpreted as

* The vanishing of a determinant is used by several writers as a criterion of buckling or of an equilibrium ceasing to be stable; for example, R. V. Southwell, *Philosophical Transactions*, Royal Soc., A, v. 213 (1914), p. 218; A. Ostenfeld, "Teknisk Statik", II, ed. 1913, p. 490; H. Zimmerman, Sitzungsber. der k. preuss. Akad. der Wissenschaften (1909), p. 193.

an astatic parameter. Its corresponding critical load is $P = Q_n$. By making $P = Q_1, Q_2 \ldots\ldots$, successively, and repeating the same operations, the set of astatic parameters, $u_1, u_2 \ldots\ldots$, may be determined completely.

One conclusion reached is that pure astatic action occurs when both the displacement in the direction of the load and the resilience are quadrics in the parameters. It is easy to verify the fact that this conclusion will continue to hold when additional terms, $\frac{1}{2} V v^2 + T(t_1, t_2 \ldots)$, in U, and γv in δ, are introduced. v and $t_1, t_2 \ldots$ will be recognized at once as orthostatic and independent parameters, respectively.

If δ had been a linear function of the parameters instead of a quadric, P would have been an orthostatic load. In a case of more general nature, the displacement in the direction of the load, P, is a quadratic function containing some linear terms. The total displacement may then be expressed as $\delta' = \delta + w$, where δ is a quadric of the form, Formula (131), while w contains the linear terms. In this case, the total load, P, may be interpreted as consisting of two components, each measured in intensity by the quantity, P. One component of P is an astatic load in the direction of the displacement, δ, the other component of P is an orthostatic load in the direction of the displacement, w. One concludes that if the resilience is a quadric in terms of a certain set of parameters, and if the displacement in the direction of a given load is expressed in terms of these parameters as a quadratic function containing linear terms, the action produced is a heterostatic action. This heterostatic action is recognized as one of the general type produced under the combined influence of an orthostatic and an astatic component of the load.

V.—Differential Equations Applying to Some Definite Cases.

28.—The Methods of Solution: Differential Equations and the Energy Method.—The problems treated herein are usually solved by one of two fundamental methods, one of which is based on the energy principle, and the other on the direct statical principles of equilibrium. Both methods are represented at many places in the works mentioned in the Bibliography (Part VII). The general theory in Part IV of this investigation was based on the energy principle. The problem of equilibrium is reduced by the energy principle to a problem of energy minimum, or, to a variation problem. The analyses in Part IV show clearly that this method of attack is particularly effective in the derivation of general principles; but the history of technical statics has shown that the principle of least action can be applied with advantage also to structural problems of definite and specific character. The fundamental work of Castigliano* on statically indeterminate structures is an example. Castigliano's method of least work was applied primarily to problems the solution of which depends on a finite number of unknown or "indeterminate" quantities. In 1909, W. Ritz† indicated a method by which Castigliano's principles can be

* A. Castigliano, "Théorie de l'équilibre des systèmes élastiques et ses applications", Torino, 1879.

† W. Ritz, "Ueber eine neue Methode zur Lösung gewisser Variationsprobleme der mathematischen Physik", Crelles' *Journal für reine und angewandte Mathematik*, v. 135 (1909).

used even when the structure depends on an infinite number of "indeterminate" parameters. Results are then expressed in series giving successive approximations. Ritz's method has been applied since by several writers in the analysis of continuous structures, such as slabs, domes, water tanks, etc. S. Timoshenko* used the method extensively in the analysis of astatic action. The case of a column with varying section, for example, is analyzed conveniently by Ritz's method.† The conclusion is that the energy principle can be used with advantage in the analysis of the general questions and of some of the more complex specific questions.

Other cases are analyzed, however, as easily or more easily by the use of the direct statical principles of equilibrium. These principles are expressed in most cases of astatic or heterostatic action by certain differential equations which represent the conditions of equilibrium of each element of the structure. Thus, the solution of the problem is made to depend on the solution of certain differential equations. This method is advantageous in the analysis of the simple structures, such as single columns, curved members, and slabs. In the following Articles, the derivation of the differential equations of heterostatic action in such structures will be indicated. By omitting either the astatic or the orthostatic component of the load, one may analyze the orthostatic or the astatic actions, respectively, and, in particular, one may determine the nature of the astatic parameters. Afterward, the heterostatic action may be investigated by the formulas for combination which were indicated in Part IV, particularly by Formulas (74), (75), (97), (101), and (102). The investigation will not, except in special cases, proceed further than the determination of these differential equations. As to their solution in detail, and their application to individual cases, reference is made to the several specific treatments which are listed in the Bibliography (Part VII).

29.—Straight Columns.‡—Cases in which the axial load is applied continuously throughout the length of the column, or in which there is a continuous transverse elastic support, have been analyzed by Timoshenko, Greenhill, and Zimmerman.§ Such columns will not be included in the present analysis. The discussion will be confined to cases in which the axial load is transferred at a finite number of definite points and in which the transverse support is at definite points. In such cases, the column may be divided into sectors, each of which is between two consecutive points at which there is a transverse reaction or a change of the axial load. Fig. 9 shows such a sector. The distances, x, along the column are measured from the lower end of this sector. The x-axis may be fixed in space or attached in some way to points of the center line of the column. The deflections, y, are measured from the x-axis, positive toward the right. The axial load, P, is the astatic component of the load. P may be inclined relative to the x-axis as shown in Fig. 9 (a), but, in this case, it may always be replaced, as indicated in Fig. 9 (b), by a load, P, along the x-axis combined with a horizontal force, X, and a couple, Y, at the lower end.

* See Bibliography, Part VII, Section *A*.

† See the works by Timoshenko previously mentioned, or, A. Ostenfeld, "Teknisk Elasticitetslære", 3d Edition (1916), p. 442.

‡ Bibliography, Part VII, Section *C*.

§ Bibliography, Part VII, Sections *A* and *C*.

X and Y may be considered as constants which are to be determined by the end conditions. Their positive directions are shown in Fig. 9 (b). The remainder of the notation follows:

Let M = bending moment due to the orthostatic or transverse load alone. M is considered as positive when causing compression to the left, tension to the right.

M' = bending moment under the combined influence of the transverse and the axial load, considered positive in the same direction as M.

EI = stiffness factor (modulus of elasticity times moment of inertia of the cross-section). EI may vary as a function of x.

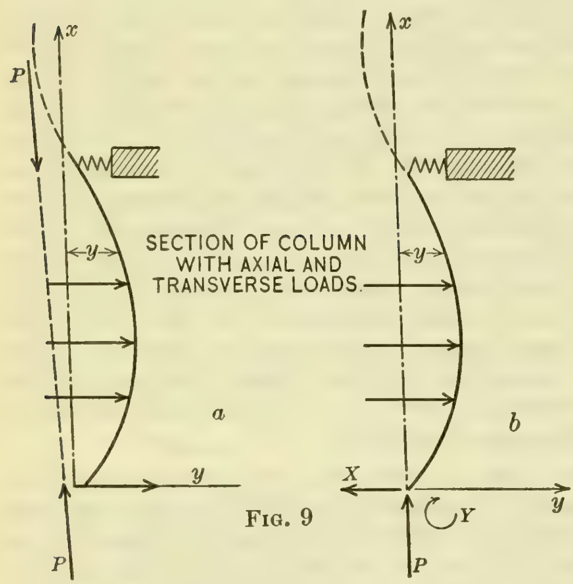
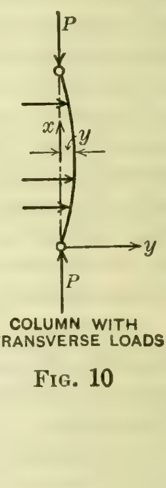
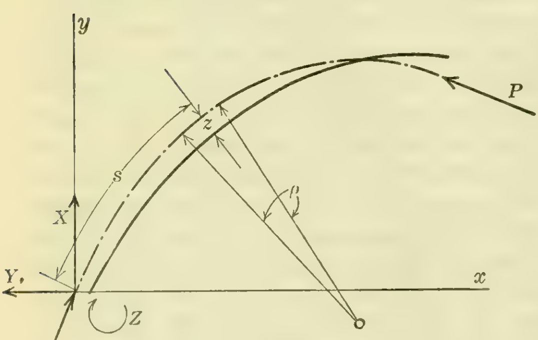


FIG. 9



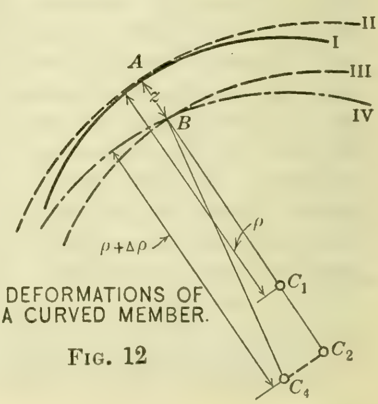
COLUMN WITH TRANSVERSE LOADS

FIG. 10



CURVED MEMBER WITH A BUCKLING LOAD.

FIG. 11



DEFORMATIONS OF A CURVED MEMBER.

FIG. 12

With positive directions as indicated, the equation of flexure is,

$$E\,I\,\frac{d^2\,y}{d\,x^2} = -\,M' \qquad (136)$$

From Fig. 9 (*b*), it follows that:

$$M' = M + Py + Xx + Y \qquad (137)$$

therefore, the differential equation applying to the sector is:

$$E\,I\,\frac{d^2\,y}{d\,x^2} + Py + Xx + Y = -\,M \qquad (138)$$

where the constants, X and Y, are to be chosen so as to satisfy the end conditions. The end conditions are defined by the character of the supports, by the methods of transfer of the axial load, or by the connection with adjoining sectors above and below.

$P = X = Y = 0$ gives orthostatic action, which may be analyzed by the common methods of technical mechanics. $M = 0$, $EI =$ constant, P positive (compression) gives solutions of the type:

$$y = C_1 \sin x\sqrt{\frac{P}{E\,I}} + C_2 \cos x\sqrt{\frac{P}{E\,I}} - \frac{Xx + Y}{P} \qquad (139)$$

where C_1 and C_2 as X and Y are constants. $M = 0$, $EI =$ constant, P negative (representing the case of tension) gives solutions of a form similar to Formula (139), but with hyperbolic sine and cosine instead of the sine and the cosine. When both ends of the sector are hinged, and the load is applied, as in Fig. 10, then these particular end conditions give $X = Y = 0$ in Formula (138). When $M = 0$, $EI =$ constant, the solution, Formula (139), applies, but is in this case reduced to the well-known form:

$$y = C_1 \sin x\sqrt{\frac{P}{E\,I}} \qquad (140)$$

Formulas (139) and (140) define the particular astatic actions dealt with in Part II. Formula (139) applies also to such cases of eccentric action, or action with end couples, as were treated in Article 9. The formula leads directly to Formula (15) for the bending moment produced in these actions.

*30.—Curved Members.**—Fig. 11 shows a curved elastic member. The dotted curve indicates the undeflected center line, and the full curve the deflected center line. Both curves are assumed to be contained in the xy-plane. The origin is at one end of the undeflected curve. We shall begin by considering the special case in which astatic action is produced by a load system, P, consisting of the following forces: First, two equal forces, P, tangent to the undeflected center line, are acting at the ends toward the structure so as to produce mainly compression. Second, a distributed normal pressure, p, is applied on the convex side of the curve; the distribution of p is such that the undeflected center line is a funicular curve (line of pressure) for those pressures; the intensity of the pressures, p, varies in such a way proportional to the end forces, P, that the end forces hold the distributed pressure in equilibrium. Third, at the lower end (at the origin), there is, in addition to

* See Bibliography, Part VII, Section *G*.

the concentrated force, P, an end load which may be resolved into the three components X, Y, and Z. The two forces, X and Y, act through the origin in the directions $+y$ and $-x$, respectively (as indicated by the arrows in the diagram); and the couple, Z, acts in a clockwise direction. X, Y, and Z may be considered as reactions produced by the remainder of the total astatic load, P, and are zero when $P = 0$. Fourth, at the upper end there is, in addition to the concentrated force, P, a load similar to that of the load, X, Y, Z, at the lower end. All these loads are parts of the astatic component, P, of the total load. In the general case of heterostatic action, there is, in addition, an orthostatic load-component, W.

It is further denoted that:

s = the distance measured along the curve from the origin; and

z = the deflection normal to the curve, positive toward the right when the observer looks in the direction of increasing s.

ρ = the radius of curvature, measured positive from the curve in the positive direction of z.

M, M', and EI = the same as in Article 29. The moments are considered as positive when they cause compressions to the left when the observer looks in the direction of increasing s.

The orthostatic load may produce not only bending moments, M, but also axial pressures. The latter will be assumed to be small compared with the astatic load, P. Then, it may be assumed, with a sufficient approximation as far as the stresses and deflections are concerned, that the axial pressure in the heterostatic action is the same as in the astatic action produced by P. This procedure is equivalent to considering the orthostatic load as replaced by an equivalent load which produces the same bending moment, M, but no axial pressures.

It is assumed that the center line is not a very sharp curve, so that the radius of curvature at any point is several times the transverse dimensions of the structural member. Then the equation of flexure may be written:

$$\frac{1}{\rho + \Delta\rho} - \frac{1}{\rho} = -\frac{M'}{EI} \qquad (141)$$

The left-hand expression may be transcribed as follows:* In Fig. 12, the Curve I, is an element of the undeflected curve, while Curve IV represents the same curve element in the deflected position. The transformation of the element, Curve I, into the element, Curve IV, may take place through the intermediate positions, Curves II and III, which are defined as follows: Curve II is tangent to Curve I at the point A, which is under consideration; Curve III has the same center of curvature, C_2, as Curve II, and the same radius of curvature as Curve IV. The centers of curvature of the four elements in Fig. 12 are C_1, C_2, C_3, and C_4, respectively. Let z_2 denote the deflection of Curve II relative to Curve I, then the increase of curvature

* Another derivation based on the formula for the radius of curvature in polar co-ordinates is given in A. Ostenfeld's "Teknisk Elasticitetslære", 3d ed. (1916), p. 480.

(curvature = reciprocal of radius of curvature) at the transformation, Curve I to Curve II, is expressed as $\frac{d^2 z_2}{ds^2}$. At the transformation, Curve II to Curve III, the increase of curvature is $\frac{1}{BC_2} - \frac{1}{AC_2}$, but when C_1, C_2, and the deflection $AB = z$, are small distances, this difference is very nearly equal to, and may be replaced by, the quantity $\frac{1}{BC_1} - \frac{1}{AC_1} = \frac{z}{\rho^2}$. The transformation, Curve III to curve IV, does not change the curvature any further. Since $\frac{d^2 z}{ds^2} = \frac{d^2 z_2}{ds^2}$ it follows that the total increase of curvature, or the left side in Formula (141), is $\frac{d^2 z}{ds^2} + \frac{z}{\rho^2}$. Hence, the equation of flexure can be written as follows:

$$E I \left(\frac{d^2 z}{ds^2} + \frac{z}{\rho^2} \right) = - M' \dots\dots\dots\dots (142)$$

Consideration of Fig. 11 gives in the heterostatic action,

$$M' = M + Pz + Xx + Yy + Z,$$

and this expression, substituted in Formula (142), gives the equation of flexure:

$$E I \left(\frac{d^2 z}{ds^2} + \frac{z}{\rho^2} \right) + Pz + Xx + Yy + Z = - M' \dots\dots (143)$$

The corresponding Formula (138), applying to straight columns, represents the special case of Formula (143), in which $\rho = \infty$.

With ρ = constant, EI = constant, $M = 0$, and with certain end conditions, the solution of Formula (143) is a trigonometric function, sine or cosine of angles proportional to s. Such solutions define the astatic actions of circular cylinders carrying a uniform outside pressure.

In deriving the differential equation, Formula (143), it was assumed that the pressure, p, was at all places perpendicular to the curve s. Under such circumstances the axial pressure in the astatic action is the same in all cross-sections, and equal to the end pressure, P. However, an astatic action is also possible, in which the axial pressure, N, varies. The variation from the value, P, which is the value of N at the point, $s = 0$, is caused by tangential components of the distributed pressure, p. The general condition of pure astatic action is that the undeflected center line is a pressure line for the force set, P, p. The axial forces, N, appear as rays in the corresponding force polygon (or force curve). It follows that N at each point varies proportionally to P, so that P may still be used as a measure of the intensity of the astatic load. When the force set, P, p, can be assumed to remain in a constant position after the flexure, then the differential equation will be the same as Formula (143), except that N is substituted for P. As in the special case, the constants, X, Y, and Z, as well as the integration constants must be determined from the end conditions.

*31.—Slabs.**—Fig. 13 shows a part of the slab in its undeflected position. The xy-plane is the central plane of the undeflected slab. The y-axis is assumed to be vertical, and the x-axis to be horizontal. The astatic load consists of the following uniformly distributed forces, all parallel to the xy-plane, and acting in the xy-plane as long as the slab is undeflected:

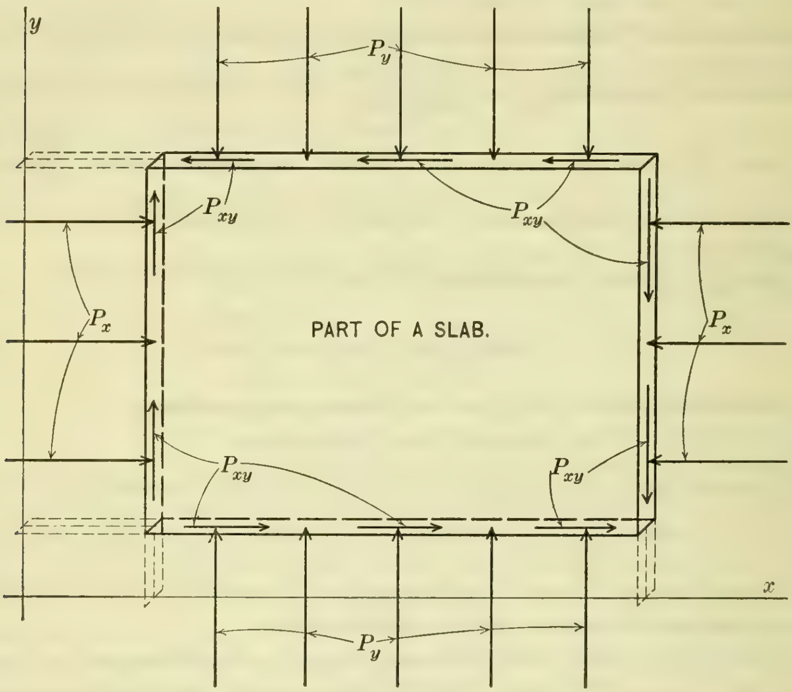


FIG. 13.

Let P_x = the horizontal end pressure in the xy-plane per unit vertical distance.

P_y = the vertical end pressure in the xy-plane per unit horizontal distance.

P_{xy} = the distributed force per unit length along the edges: Horizontal force along the horizontal edges, vertical force along the vertical edges. These horizontal and vertical forces are equal per unit length on account of the law of "shearing forces in pairs".

The orthostatic load is:

w = the surface pressure perpendicular to the slab per unit area. In the general case, w is a function of x and y.

* See Bibliography, Part VII, Section *J*. The derivation of the equation of flexure of slabs in rectangular co-ordinates with loads normal to the surface is given in several treatises, see, for example, A. Föppl, "Technische Mechanik", v. 5, 1907 ed., pp. 97 *et seq.* Concerning the terms in the flexure equation, which are due to the end pressures see, for example, A. E. H. Love, "Theory of Elasticity" (1906), pp. 528-529. A flexure equation of general form, which includes the effects of end pressures and end shears, is given in B. de Saint-Venant's annotated translation of Clebsch's "Theory of Elasticity", Paris, 1883, Note by Saint-Venant, p. 704, Equation (e_1).

The pressures, P_x and P_y, give uniform horizontal and vertical compressions in the undeflected slab, while P_{xy} produces a uniform horizontal and vertical shear. It is assumed that this uniform distribution will still exist after the slab has deflected, and this assumption is generally warranted as long as the deflections are small compared with the thickness of the slab. The conclusion is that P_x, P_y, and P_{xy} will be transmitted as constant internal pressures and shears parallel to the xy-plane. They may be interpreted as being located centrally in the slab, only they must then be considered as combined with other internal forces, namely, such as represent the usual bending stresses.

Fig. 14 shows the forces acting on the elements, $dxdy$, after it has deflected out of its original position. The deflections are defined as follows:

z = the deflection of lower left-hand corner, Point x, y;

$\frac{\partial z}{\partial x} dx$ = increase of deflection from left face to right face; and

$\frac{\partial z}{\partial y} dy$ = increase of deflection from lower face to upper face.

The loads shown acting on the element in Fig. 14 may be listed as follows: The surface load, $w\, dxdy$, in the direction, z; the central internal forces parallel to the xy-plane, namely, $P_x dy$ and $P_{xy} dx$, in the x-direction, and $P_y dx$ and $P_{xy} dy$ in the y-direction; in addition, internal shears in the directions, $\pm z$, and bending moments and torsional moments, as given in Table 4. The unit torsional moments, Z, in the horizontal and vertical faces are equal on account of the law of equality of shears in sections perpendicular to one another.

TABLE 4.—Forces and Couples Acting on the Slab Element in Fig. 14.

	Shear in directions, $\pm z$	Bending moments	Torsional moments
Left face..................	$V_x\, dy$	$X\, dy$	$Z\, dy$
(Direction)....	$(-z)$	(xz)	(yz)
Right face..................	$\left(V_x + \frac{\partial V_x}{\partial x} dx\right) dy$	$\left(X + \frac{\partial X}{\partial x} dx\right) dy$	$\left(Z + \frac{\partial Z}{\partial x} dx\right) dy$
(Direction)....	$(+z)$	(zx)	(zy)
Lower face................	$V_y\, dx$	$Y\, dx$	$Z\, dx$
(Direction)....	$(-z)$	(yz)	(xz)
Upper face	$\left(V_y + \frac{\partial V_y}{\partial y}\right) dx$	$\left(Y + \frac{\partial Y}{\partial y} dy\right) dx$	$\left(Z + \frac{\partial Z}{\partial y} dy\right) dx$
(Direction)....	$(+z)$	(zy)	(zx)

By equating the sum of the forces in the z-direction to zero, and dividing by $dx\, dy$, the following condition is found:

$$\frac{\partial V_x}{\partial x} + \frac{\partial V_y}{\partial y} + w = 0 \quad \ldots\ldots\ldots\ldots\ldots\ldots\ldots\ldots \quad (144)$$

By equating the sum of the moments about a vertical line through the center of the element to zero, and dividing by $dx\,dy$, we find:

$$\frac{\partial X}{\partial x} + \frac{\partial Z}{\partial y} = V_x + P_x \frac{\partial z}{\partial x} + P_{xy} \frac{\partial z}{\partial y} \qquad \text{............(145)}$$

In the same way, by using a moment axis through the center, parallel to the x-axis, we find:

$$\frac{\partial Y}{\partial y} + \frac{\partial Z}{\partial x} = V_y + P_y \frac{\partial z}{\partial y} + P_{xy} \frac{\partial z}{\partial x} \qquad \text{.........(146)}$$

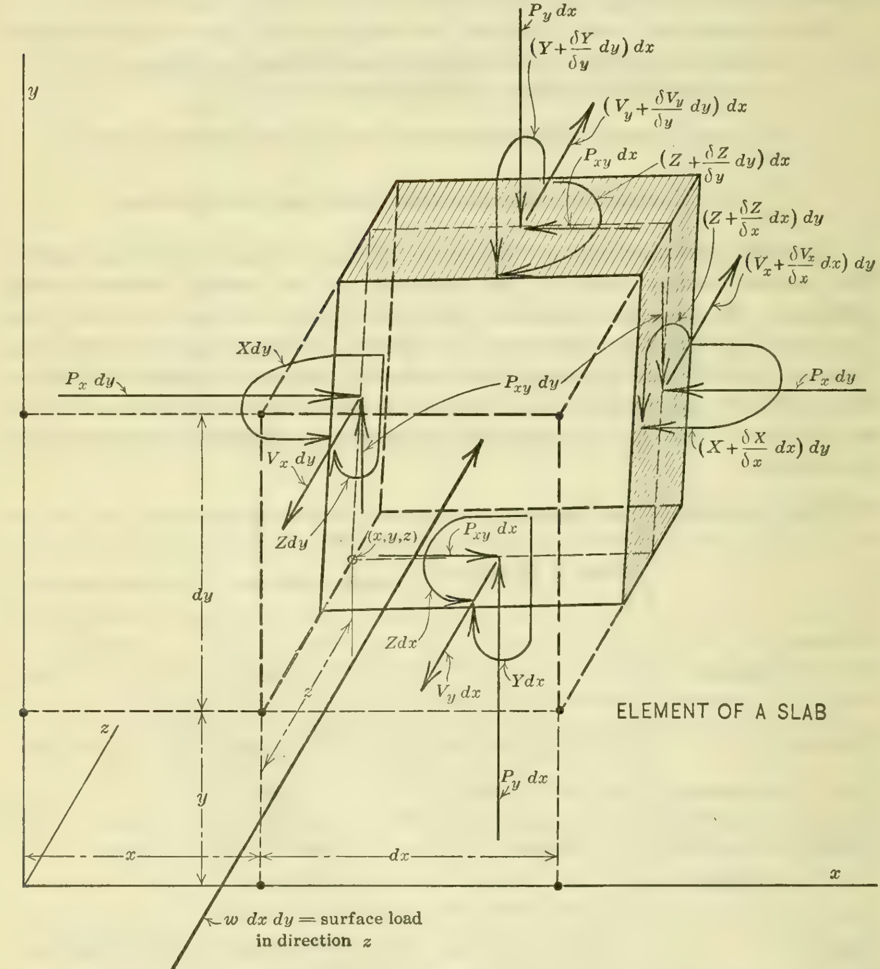


FIG. 14.

By differentiation of Formula (145) with respect to x, and Formula (146) with respect to y, and by adding and combining with Formula (144), we find:

$$\frac{\partial^2 X}{\partial x^2} + 2\frac{\partial^2 Z}{\partial x\,\partial y} + \frac{\partial^2 Y}{\partial y^2}$$
$$= -w + P_x \frac{\partial^2 z}{\partial x^2} + 2P_{xy}\frac{\partial^2 z}{\partial x\,\partial y} + P_y \frac{\partial^2 z}{\partial y^2} \qquad \text{........(147)}$$

Formula (147) is a general equation of equilibrium on which theory dealing with specific cases may be based. It applies to continuous slabs whether or not they are homogeneous, and whether they are isotropic, that is, having the same properties in different directions, or æolotropic, having different properties in different directions. An example of the latter is the two-way, reinforced concrete slab, in which one may have to assume different stiffnesses in the various directions. Formula (147) applies also to the case of the double system of closely spaced beams for which buckling formulas were given in Article 11. These formulas may be derived from Formula (147) by putting $Z = 0$, as corresponding to the condition of zero torsional resistance, by putting $P_{xy} = 0$ and $w = 0$, and by substituting terms for X and Y, which are proportional to the curvatures in the two directions. Then, values of P_x and P_y, for which solutions different from zero exist, are critical values. When the x- and y-axes are along two edges, such solutions have the following form:

$$z = u_{mn} \sin \frac{m \pi x}{a} \sin \frac{m \pi y}{b} \qquad (148)$$

where u_{mn} is a constant which can be used as an astatic parameter, while m and n are integers.

A particularly important case is that of a homogeneous slab, for which buckling formulas were indicated in Article 10.

Assume that EI = the modulus of elasticity times the moment of inertia of cross-section per unit length; and

K = Poisson's ratio of lateral contraction to longitudinal elongation.

Then, the usual slab theory (see, for instance, the previously quoted treatment in Föppl's work) gives the following relation between deformations and moments in the homogeneous slab:

$$\frac{\partial^4 z}{\partial x^4} + 2 \frac{\partial^4 z}{\partial x^2 \partial y^2} + \frac{\partial^4 z}{\partial y^4} = - \frac{1 - K^2}{E I} \left(\frac{\partial^2 X}{\partial x^2} + 2 \frac{\partial^2 Z}{\partial x \partial y} + \frac{\partial^2 Y}{\partial y^2} \right) \qquad (149)$$

Combination with Formula (147) gives then the formula for heterostatic action in homogeneous slabs, namely:

$$\frac{E I}{1 - K^2} \left(\frac{\partial^4 z}{\partial x^4} + 2 \frac{\partial^4 z}{\partial x^2 \partial y^2} + \frac{\partial^4 z}{\partial y^4} \right) + P_x \frac{\partial^2 z}{\partial x^2} + 2 P_{xy} \frac{\partial^2 z}{\partial x \partial y} + P_y \frac{\partial^2 z}{\partial y^2} = w \qquad (150)$$

As an example, consider the rectangular slab treated in Article 10, which is simply supported along straight edges, and has the spans, a and b. It is assumed that no shearing forces like P_{xy} are acting. With $w = 0$, $P_{xy} = 0$, and with co-ordinate axes along two edges, Formula (150) will be satisfied by solutions of the form, Formula (148), on the condition that P_x and P_y take such special, mutually dependent values, Q_a and Q_b, as are indicated by Formula (21) in Article 10. These are the critical values which produce astatic actions.

The writer will indicate how the bending moment at the center of a simply supported rectangular slab may be found by integration of Formula (150). He will first consider the orthostatic action produced by a uniform surface load, w, acting alone. The computations are simplified by assuming that:

$$b = \pi \quad = \text{short span.}$$

$$a = \frac{\pi}{\alpha} = \text{long span.}$$

$$w = \frac{1}{\pi^2} = \text{surface load per unit area.}$$

These values give $wb^2 = 1$. The use of a as the ratio of the spans is in accordance with the notation in Article 10, and the results found with these special values may be made to apply in the more general case by multiplication by the proper factors. For example, wb^2, with the notation used in Article 10, is the factor used in expressing the bending moments per unit width.

The x-axis and the y-axis are taken parallel to the long and to the short span, respectively. The origin is at the center, and the surface load, w, may be expressed in a double Fourier series, as follows:

$$w = \frac{16}{\pi^4} \sum_{1,3..}^{m} \sum_{1,3..}^{n} \frac{-(-1)^{\frac{m+n}{2}}}{m\,n} \cos m\,\alpha\,x\,.\,\sin n\,y \;=\; \frac{1}{\pi^2} \quad \ldots(151)$$

This expression is substituted in Formula (150). In the orthostatic action, we have $P_x = P_y = P_{xy} = 0$. Then, we find the following solution of Formula (150):

$$z = \frac{16}{\pi^4} \frac{(1 - K^2)}{E\,I} \sum_{1,3..}^{m} \sum_{1,3..}^{n} \frac{-(-1)^{\frac{m+n}{2}}}{m\,n\,(\alpha^2\,m^2 + n^2)^2} \cos\,m\,\alpha\,x\,.\,\cos\,n\,y \;..(152)$$

In indicating formulas for bending moments in orthostatic action in Article 10, Poisson's ratio K, was assumed to be equal to zero. Reasons for deriving formulas on this basis, even when K is known to differ from zero, were stated in Article 10. With $K = 0$, the bending moments are directly proportional to the curvatures. The following expression is then found for the bending moment in the short span:

$$Y = -E\,I\,\frac{\partial^2 z}{\partial\,y^2}$$

$$= \frac{16}{\pi^4} \sum_{1,3..}^{m} \sum_{1,3..}^{n} \frac{-(-1)^{\frac{m+n}{2}}\,n}{m\,(\alpha^2\,m^2 + n^2)^2} \cos m\,\alpha\,x\;.\,\cos n\,y \ldots\ldots(153)$$

By introducing the factor, wb^2, on the right side, Formula (153) can be made to apply to any spans and unit load. Then, by substituting $x = y = 0$, which corresponds to the center of the slab, the following expression is found for the bending moment in the short span at the center:

$$M_b = \frac{16\,w\,b^2}{\pi^4} \sum_{1,3..}^{m} \sum_{1,3..}^{n} \frac{-(-1)^{\frac{m+n}{2}}\,n}{m\,(\alpha^2\,m^2 + n^2)^2} \;\ldots\ldots\ldots\; (154)$$

This double infinite series defines a function of wb^2 and a. It can be shown that the function, Formula (154), is rather well approximated by the simplified Formula (28), which was indicated in Article 10.

Each separate term in the double infinite series, Formulas (152), (153), and (154), is seen to represent a case of pure astatic equilibrium as produced by the end loads, P_x and P_y, alone (compare Formula (148)), that is, these series are of the type represented in Formula (99) which may be written in this case, as follows:

$$F = \Sigma F^{(n)} \dots\dots\dots\dots (155)$$

where F and $F^{(n)}$ are effects in orthostatic and astatic actions, respectively. Formula (155) may also be interpreted as a form of equation, Formula (60), which is the corresponding formula applying in the simplified case which was treated in Article 17. Formula (155) is also of the same form as Formula (11) in Article 7, which expresses the moments in columns. In accordance with Formula (102), the corresponding effect in heterostatic action is expressed, as follows:

$$F' = F + \Sigma \frac{P}{Q_n - P} F^{(n)} \dots\dots\dots\dots (156)$$

Formula (156) may be interpreted as a case of Formula (75). It is of a form similar to Formula (12). In applying Formulas (155) and (156) to the present case of flexure, the index, n, should be replaced by a double index such as m, n. The writer will confine himself to the cases in which $m = n = 1$ gives the smallest critical value, Q, of the astatic load, P. The result is that Formula (156), with the separate terms in Formula (154) substituted for $F^{(n)}$, is a series which begins to converge rapidly immediately after the term corresponding to $m = n = 1$. When the higher terms in the summation in Formula (156) are omitted, that is, when only the first term, which corresponds to $m = n = 1$, is included, the following approximate value is found for the term which must be added to the moment, M_b, in Formula (154) when the end loads, P, are introduced in addition to the already existing surface load, w:

$$M_b'' = \frac{16}{\pi^4} \frac{w\, b^2}{(\alpha^2 + 1)^2} \frac{P}{Q - P} \dots\dots\dots\dots (157)$$

Formula (157) is the same as Formula (30) in Article 10.

The case of the double system of crossing-beams for which formulas were given in Article 11, is analyzed in a similar way. The orthostatic flexure due to the distributed load, w, alone depends on the differential equation:

$$\frac{\partial^4 z}{\partial x^4} + \frac{\partial^4 z}{\partial y^4} = \frac{w}{EI} \dots\dots\dots\dots (158)$$

which can be integrated by the same method as that used in integrating Formula (150), in the case of the rectangular slab. By means of a trigonometric series similar to Formulas (151), (152), and (153), the following value is found for the moment at the center:

$$M = \frac{16\, w\, b^2}{\pi^4} \sum_{1,3\,..}^{m} \sum_{1,3\,..}^{n} \frac{-(-1)^{\frac{m+n}{2}}\, m}{n\,(m^4 + n^4)} = 0.077\, wb^2 \dots (159)$$

The value, 0.077 wb^2 was indicated by Formula (36) in Article 11. The first term in Formula (159) is as follows:

$$\frac{8}{\pi^4} wb^2 = 1.07 \times 0.077\, wb^2 \qquad (160)$$

It is assumed again that the lowest critical astatic load, Q, corresponds to $m = n = 1$. By substituting Formula (160) for the first term, $F^{(n)}$, in the summation in Formula (156), and omitting the remainder of the terms which, in the case considered, may be assumed to be very small, the following approximate expression is found for the moment at the center in the heterostatic action which is caused by the combined influence of the end loads, P, and the surface load, w:

$$M' = 0.077\, wb^2 \left(1 + 1.07 \frac{P}{Q - P}\right) \qquad (161)$$

Formula (161) is the same as Formula (37) in Article 11.

VI.—Summary.

32.—The investigation deals with structural actions in which the stresses are not proportional to the loads, although the proportional limit of the material has not been exceeded and the deflections remain small. A number of examples of such actions have been mentioned in the Introduction, in Article 1. A simple example is that of the buckling of a slender column under an axial load. A central axial load acting alone on a straight homogeneous column produces "astatic" action; a transverse load acting alone would produce "orthostatic" action; while a combination of the two loads produces a "heterostatic" action. The three terms—orthostatic, astatic, and heterostatic—as applying to structural actions in general, were introduced in Article 1, where orthostatic action is characterized by proportionality of the stresses to the loads; astatic action by the neutral elastic equilibria; and heterostatic action by the combined action of loads which separately would produce orthostatic or astatic action. In the Bibliography (Part VII), a great number of previous investigations of astatic actions are listed.

The present investigation deals with astatic action, and, in particular, with heterostatic action. The study of the latter was made possible by the introduction of a set of "astatic parameters" (Article 15), which were found to have peculiar properties, in particular that of "orthogonality". The general theory is given in Part IV. The use of the astatic parameters leads to simple and general solutions of otherwise complex and difficult problems. The main results of the theory are expressed in Formulas (59), (109), (74), and (97), for the parameters, and Formulas (75), (101), and (102), for the effects in general in heterostatic action.

Although the general theory makes use of the principle of least action, which is expressed in energy equations, certain specific cases of the more simple kind are solved more easily by the direct statical principles which are expressed in differential equations of equilibrium. In Part V, differential equations are set up, which represent cases of straight columns (Formula (138)), curved members (Formula (143)), and slabs (Formulas (147) and

(150)). Special solutions of these equations lead to the specific cases for which formulas are given in Parts II and III.

Part II deals with columns carrying axial and transverse loads at the same time. The solutions depend on the general Formula (12), which is a special case of the Formulas (75), (101), and (102) which are derived in Part IV. The results are found in terms of infinite series, such as Formula (7), but these series appear to be rapidly convergent in the cases investigated, and they can be replaced by approximate formulas with only a few terms in each. Such approximate formulas are given in Table 1, Article 4, and are so simple that they may be used readily by designers of structures. Numerical and graphical results are given in Article 6. In Part III, formulas are given for buckling of slabs and systems of crossing-beams. These cases, also, are special cases to which the results of the general analysis in Part IV may be applied directly.

VII.—Classified Bibliography.

The Bibliography which follows, does not attempt to include references dealing exclusively with straight columns which have constant cross-sections and which carry axial end loads only. This case is treated more or less extensively in almost every textbook on Mechanics of Materials. It is sufficient for the present purpose to point to Euler's analysis of columns, which dates back to 1757, and to the progress which has been marked by the introduction of such formulas as those of Rankine, the parabolic, and the straight-line formulas. A great deal of experimental work has been completed in this field. The deviations from Euler's formula are usually explained by the inevitable presence of small initial eccentricities. In fact, some of the texts* interpret the formulas mentioned as approximate representations of the secant formula which applies to eccentric loading, and which may be used when some definite "equivalent initial eccentricity" has been introduced.

One work on straight columns, of a comparatively recent date, is mentioned in the Bibliography. It is the investigation of columns by Kármán (Section *B*). Kármán's experiments and analysis are noteworthy due to the light which they throw on the influence of stresses above the proportional limit. This matter is important with reference to the shorter columns. Among the other works mentioned in the Bibliography particular attention is called to S. Timoshenko's treatment of a great variety of cases of elastic buckling (Section *A*), and also to the analysis of cylindrical shells by Goupil (Section *G*), in which a special case of the general formula for heterostatic action is derived. It is in the nature of the matter that the following Bibliography cannot lay any claim to completeness.

Section *A*.

This section includes discussions dealing with a variety of cases of buckling or with cases of a general nature.

BRYAN, G. H. On the Stability of Elastic Systems. Cambridge, *Proceedings,* Philosophical Soc. (1888), pp. 199-210.

FOPPL, A. and L. Drang und Zwang, v. 2 (1920), pp. 315-390.

* See, for instance, J. E. Boyd, "Strength of Materials," 1917 Edition.

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KARMAN, TH. v. Festigkeitsprobleme im Maschinenbau. Encycl. der Math. Wiss., IV, 27 (1910). See in particular pp. 370-385.

LOVE, A. E. H. Mathematical Theory of Elasticity. Second Edition. Cambridge, 1906. See Index, p. 550, under "Stability".

LORENZ, H. Technische Elastizitätslehre. 1913, pp. 314-365.

OSTENFELD, A. Teknisk Elasticitetslære. Third Edition. Copenhagen, 1916, Chapters V and VII.

RODE. Beitrag zur Theorie der Knickerscheinungen. *Eisenbau* (1916), pp. 121-131, 210-218, 299-305.

——Ueber Schwingungen. *Eisenbau* (1917), pp. 250-258.

SOUTHWELL, R. V. On the General Theory of Elastic Stability. *Philosophical Transactions,* Royal Soc., Lond. (A), v. 213 (1913), pp. 187-244.

TIMOSHENKO, S. Sur la Stabilité des Systèmes Elastiques. *Annales des Ponts et Chaussées* (1913), III, pp. 496-566; IV, pp. 73-132, and V, pp. 372-412.

——Einige Stabilitätsprobleme der Elastizitätstheorie. *Zeitschrift für Math. u. Phys.,* v. 58 (1910), pp. 337-385.

——Also, works in Russian (Yearbooks of the Polytechnical Institutes of Petrograd and Kiev, 1906, etc.).

Section *B.*

This section includes references to column action or buckling in which stresses beyond the proportional limit are considered.

BRIDGEMAN, P. W. The Collapse of Thick Cylinders under High Hydrostatic Pressure. *Physical Review* (1912), pp. 1-24.

KARMAN, TH. von. Untersuchungen über Knickfestigkeit. *Mitteilungen* über Forschungs-*arbeiten auf dem Gebiete des Ingenieurwesens,* v. 81 (1910), 44 pp.

SOUTHWELL, R. V. The Strength of Struts. *Engineering,* v. 94 (1912), pp. 249-250.

Section *C.*

This section includes the more general cases of straight columns, characterized as follows: The axial loads may be transferred at other points than at the ends; or, the cross-section may vary; or, there may be transverse supports at intermediate points; the supports may be rigid or elastic, concentrated, or distributed.

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BLASIUS, H. Träger kleinster Durchbiegung und Stäbe grösster Knickfestigkeit bei gegebenem Materialverbrauch. *Zeitschrift für Math. u. Phys.,* v. 62 (1914), pp. 182-197.

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ELWITZ. Die Knickkraft in Stäben mit sprungweise veränderlichem Trägheitsmoment. *Zentralblatt der Bauverwaltung* (1917), pp. 516-520, 525-528.

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VIANELLO, LUIGI. Graphische Untersuchung der Knickfestigkeit gerader Stäbe. *Zeitschrift* des Ver. deutscher Ingenieure (1898), pp. 1436-1443.

WALLACE, WM. Theory of Taper Columns. *Engineering,* v. 94 (1912), pp. 831-832.

ZIMMERMAN, H. Der gerade Stab mit stetiger, elastischer Stützung und beliebig gerichteten Einzellasten. *Sitzungsberichte* der k. preussischen Akad. der Wissenschaften (1905), pp. 898-912.

——Der gerade Stab auf elastischen Einzelstützen. *Ibid* (1907), pp. 235-244.

——Die Knickfestigkeit des geraden Stabes mit mehreren Feldern. *Ibid* (1909), pp. 180-212.

* An error of computation in Greenhill's paper is corrected by Timoshenko, *Annales des Ponts et Chaussées* (1913), III, p. 514.

Section *D*.

In this section references are given to buckling in which twisting couples are active: Bending of the center line of a shaft into a spiral shape by twisting couples at the ends or by such couples combined with compression; tipping or bending out sidewise of a high narrow beam loaded by forces which are initially in the plane of maximum rigidity (plane of symmetry containing the largest dimension of the cross-section).

GREENHILL, A. G. On the Strength of Shafting when Exposed Both to Torsion and to End Thrust. *Proceedings,* Inst. of Mech. Engineers (1883), pp. 182-209.

PRANDTL, L. Kipp-Erscheinungen (Thesis in Munich). 1899. 75 pp.

Section *E*.

References are made herein to columns or compression members built up as trusses or frames.

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ELWITZ, E. Berechnung der Knickkraft gegliederter Stäbe. *Zeitschrift,* des Ver. deutscher Ingenieure (1919), pp. 168-170.

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MÜLLER-BRESLAU, H. Ueber exzentrisch gedrückte gegliederte Stäbe. *Sitzungsberichte* der k. preussischen Akademie der Wissenschaften (1910), pp. 166-181.

Section *F*.

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ENGESSER, FR. Die Zusatzkräfte und Nebenspannungen eiserner Fachwerkbrücken. v. 2 (1893), pp. 105-157.

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——Die Seitensteifigkeit offener Brücken, Beton und Eisen. 1916, pp. 117-120, 147-148.

YASSINSKY. Works in Russian, see the previously quoted Memoir by Timoshenko. *Annales des Ponts et Chaussées* (1913).

ZIMMERMAN, H. Die Knickfestigkeit der Druckgurte offener Brücken. *Zeitschrift für Bauwesen* (1910), pp. 329 *et seq.;* also, an enlarged reprint, Berlin (1910), 53 pp.

——Der Stabeck auf elastischen Einzelstützen. *Sitzungsberichte* der k. preussischen Akad. d. Wiss. (1907), pp. 326-338; also, the works of Zimmerman mentioned under Section *C*.

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* The empirical formula proposed by Gérard covers the cases of shorter as well as longer spans and panel lengths. The formula indicated by Lossier gives values which agree rather well with results of Timoshenko's analysis. The latter deals primarily with the cases of long spans. It is maintained by Mathieu that certain tests indicate Gérard's formula as sufficiently safe, and Lossier's formula as in some cases too much on the safe side when the spans are not particularly large.

Section *G*.

This section includes references to circular ring resisting forces in its plane, particularly a uniform outside pressure, and cylinders resisting forces perpendicular to their axes, particularly a uniform outside pressure.

BELSETSKY, STANISLAUS. De la stabilité d'équilibre dans un cas particulier de pièce courbe. *Comptes Rendus,* v. 156 (1913), pp. 1056-1058.

BRESSE, J. A. CH. Cours de mécanique appliquée. Paris, 1859, pp. 326 *et seq.*

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COOK, GILBERT. The Collapse of Short Tubes by External Pressure. *Philosophical Magazine* (6), v. 28 (1914), pp. 51-56.

——The Resistance of Tubes to Collapse. British Assoc. for the Advancement of Science (1913), pp. 213-224; gives a bibliography on collapse of cylinders, with notes.

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MAYER, RUDOLH. Ueber Elastizität und Stabilität des geschlossenen und offenen Kreisbogens. *Zeitschrift für Math. u. Phys.,* v. 61 (1913), pp. 246-320.

MISES, R. von. Der kritische Aussendruck zylindrischer Rohre.* *Zeitschrift* des Ver. deutscher Ingenieure (1914), pp. 750-755.

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USINGER, P. Knickerscheinungen bei Zylindern und Ringen. *Dingler's Journal* (1917), pp. 85-89.

Section *H*.

Buckling of a cylindrical shell due to loads in the direction of the axis of the cylinder (tubular struts), are referred to in this section.

LORENZ, R. Die nicht achsensymmetrische Knickung dünnwandiger Hohlzylinder. *Physikalische Zeitschrift* (1911), pp. 241-260.

Section *J*.

This section includes references to slabs and plates, including the case of the buckling of the web of a girder due to shearing forces.

BRYAN, G. H. On the Stability of a Plane Plate under Thursts in Its Own Plane. *Proceedings,* London Math. Soc., v. 22 (1890), pp. 54-67.

MOORE, H. F., and W. M. WILSON. Strength of Webs of I-beams and Girders. Univ. of Illinois, Engineering Exp. Station, *Bulletin 86* (1916).

NADAI, A. Ueber das Ausbeulen von kreisförmigen Platten. *Zeitschrift* des Ver. deutscher Ingenieure (1915), pp. 169-174, 221-224.

REISSNER, H. Ueber die Knicksicherheit ebener Bleche. *Zentralblatt der Bauverwaltung,* v. 29 (1909), pp. 93-96.

SOMMERFELD, A. Ueber die Knicksicherheit der Stege von Walzwerkprofilen. *Zeitschrift für Math. u. Physik.,* v. 54 (1906-07), pp. 113-153, 318-324.

TIMOSHENKO, S. On the Stability of Plates in Compression. Polytechnical Inst., Kiev, *Annals* (1907).

*Gives formula applying to pipes with stiffening rings.

Section *K*.

Related dynamical actions, particularly the buckling of rotating shafts at critical speeds, are referred to in this section.

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DUNKERLEY, S. On the Whirling and Vibration of Shafts. *Philosophical Transactions,* Royal Soc. (London), A, v. 185, I (1894), pp. 279-360.

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MISE, R. von. Ueber die Stabilität rotierender Wellen. *Monatshefte für Math. u. Phys.,* v. 22 (1911), pp. 33-52.

MORLEY, A. The Whirling Speed of Shafts Supported in Three Bearings. *Engineering,* v. 106 (1918), pp. 573-574, 601-603.

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AMERICAN SOCIETY OF CIVIL ENGINEERS
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PAPERS AND DISCUSSIONS

THE FLOOD OF JUNE, 1921, IN THE ARKANSAS RIVER, AT PUEBLO, COLORADO

Discussion*

By Messrs. Arthur O. Ridgway, R. G. Hosea, and George G. Anderson.

Arthur O. Ridgway,† M. Am. Soc. C. E. (by letter).‡—For the sake of clarity in discussing this admirable paper, any comment should conform in sequence to the different sections outlined therein.

History of Former Floods.—A thorough study of all available sources of information indicates that no flood of the magnitude of the 1921 deluge had occurred at the site of Pueblo for at least 100 years previously. Indians and early settlers left stories of a great flood in 1844, but, on investigation, this flood was found to be undoubtedly the result of a tremendous snow which fell in the valley in the early spring and did not entirely disappear for several weeks afterward. The evidence collected shows that although probably of greater volume, because of vastly longer duration, it could not have exceeded in height the flood of 1864. Evidence is also at hand to the effect that, for many years prior to 1844, no such flood as that of June, 1921, could have occurred. That the flood of 1894 substantially exceeded the one which occurred in 1864 has been definitely determined, and that the recent flood of June, 1921, was far greater than the 1894 deluge is not open to question.

In connection with these several floods, the evolution of the channel of the Arkansas River through the site of Pueblo is most interesting and effects a valuable contribution to the information necessary in planning preventative or protective measures. The authors state that at the time of the flood of 1894, "Pueblo had little or no river protection, and the Arkansas meandered through the city, cutting its banks and changing its course." This is not strictly correct.

Definite data are at hand, which show the various channels of the Arkansas from 1872 to the present time. It is more than probable that the position

* This discussion (of the paper by James Munn and J. L. Savage, Members, Am. Soc. C. E., published in September, 1921, *Proceedings*, and presented at the meeting of October 5th, 1921), is printed in *Proceedings*, in order that the views expressed may be brought before all members for further discussion.

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‡ Received by the Secretary, September 23d, 1921.

of the channel in 1872 reflects conditions extant during the flood of 1864. This channel had a greater width than any subsequent channels through the main part of the town, and, notwithstanding the fact that the course was very sinuous, its carrying capacity was no doubt quite comparable with that of later channels.

Some time between 1872 and 1881, whether by encroachment of the growing city on the older channel, or by actual channel improvement work, as to which need not now be determined, the channel through the town underwent a decided straightening and narrowing. Its position in the lower part of the city was entirely changed, eliminating a serious detour which existed in the older channel. Between 1881 and 1889, the straightening continued to some extent. The floods of 1889 gave an impetus to channel improvement work, and, by 1894, the channel was practically confined through the built-up part of the city. At the time of the flood of 1894, additional levee work was in progress, especially in the vicinity of the West Fourth Street Viaduct. Subsequently, the levees were completed through the city, the bridges were raised, and the channel otherwise was improved to carry a flood equal in magnitude to that which occurred in that year, the volume of which was determined at the time to be about 40 000 sec-ft. The programme of these improvements was not entirely completed until about 1898, since which time little or no additional protective work has been effected. Since the completion of the channel improvements, floods of considerable magnitude have occurred at times, but on no occasion has there been any serious damage and apparently no serious menace. The flood of June, 1921, so far exceeding any of which there is a recorded history, was totally unexpected and no doubt will be included in the list of great American disasters.

Description of June, 1921, Flood.—The Arkansas River at Pueblo quickly receded from flood crest on the night of June 2d, 1921, to nearly normal stage by 8.00 A. M., June 3d, without leaving any ill effects on the channel, and remained at that stage until 5.00 P. M., of June 3d; therefore, only the events which transpired subsequent to that time are involved.

The Deputy State Engineer has fixed the time of overflowing of the channel at the Main Street Bridge, where the river gauge is located, at 8.45 P. M., June 3d, and has computed the discharge of the stream at that time to have been 45 000 sec-ft., with a gauge height of 18.14 ft. The floor of the Union Depot has an elevation equivalent to a gauge reading of 17.61 ft., or 0.53 ft. lower than the coping of the channel walls at the Main Street Bridge. Throughout the night of June 3d, a log was kept in the Union Depot of the various stages of the water, both during its rise and recession. This log, perhaps the only one in existence compiled from actual measurements co-ordinated with accurate and frequent time intervals, shows the stages and duration of the overflow peak, as given in Table 15.

The figures in Table 15 clearly indicate the remarkably short duration of the overflow and the very rapid rise of the river, especially between the hours of 11.31 and 11.46 P. M., when the rate was 1 ft. for each 5-min. period. The subsidence, although phenomenally rapid, was slightly slower. The peak occurred at 11.55 P. M., and not at 1.00 or 1.30 A. M., as heretofore assumed.

At no time during the period of either rise or fall does the stage appear to have remained stationary; even the highest stage was only momentary. In view of the position of the Union Depot with respect to the river channel, and considering all the other relevant circumstances, there seems to be no sound reason for not considering the rise as actually representing conditions on the Main Street gauge. The subsidence at the Union Depot, although in all probability lagging slightly, ought to be regarded as exactly parallel with that of the channel. The crest at the Union Depot reached a gauge of 27.36 ft., as compared with the reported peak gauge of 24.66 ft., taken from a high-water mark near the Main Street Bridge. Reference of the Union Depot readings, observed in comparatively quiescent water during the progress of the overflow, to the gauge datum has been confirmed by spirit leveling, and there seems to be no question as to their accuracy.

TABLE 15.—FLOOD STAGES AT UNION DEPOT, PUEBLO, COLO., JUNE 3D AND 4TH, 1921.

Time of rise (read up), June 3d.	Gauge height extended, in feet.*	Time of fall (read down), June 4th.
11.55 P. M.	27.36	12.01 A. M.
11.54 P. M.	27.00	12.08 A. M.
11.46 P. M.	26.00	1.03 A. M.
11.41 P. M.	25.00	1.22 A. M.
11.36 P. M.	24.00	1.37 A. M.
11.31 P. M.	23.00	2.02 A. M.
11.10 P. M.	22.00	2.28 A. M.
10.43 P. M.	21.00	3.01 A. M.
10.12 P. M.	20.00	3.47 A. M.
9.43 P. M.	19.00	5.02 A. M.
9.05 P. M.	18.00	7.15 A. M.

* Floor of Union Depot = gauge height of 17.61 ft.

There is little doubt but that the river had fallen to the channel overflow point by about daylight. This is confirmed in a general way by the log at the Union Depot, for with the more than 1 ft. of mud deposited on the depot floor, the observer could scarcely determine just when the water left the structure. In determining the volume of the flood, the important fact for consideration is that notwithstanding the river had fallen to the overflow point at the Main Street Bridge, substantial volumes were flowing, with no insignificant velocities, through other parts of the city from the broken levees near the West Fourth Street Viaduct.

The flood in the Fountain River can now be said with a considerable degree of certainty to have joined the Arkansas River on the eastern outskirts of Pueblo at about 3.00 A. M., on June 4th. This was 3 hours after the peak was reached by the Arkansas, or when that stream had fallen to a stage within 3 ft. of the overflow height. The discharge of the main stream, therefore, could not have been more than 60% or 70% of the peak flow, whatever that was, when it was joined by the Fountain River which from an accurate flood section is now estimated to have carried a maximum of about 40 000 or 45 000 sec-ft.

In a supplemental report, R. G. Hosea, Deputy State Engineer, gives some results of his field investigation of the tributaries of the Arkansas River east of Pueblo, together with a computed rate of discharge of the main stream near La Junta, Colo., 65 miles east of Pueblo. These results are as follows:

St. Charles	50 000 sec-ft.
Chico	20 000 " "
Huerfano	5 000 " "
Arkansas at La Junta	180 000 to 200 000 " "

As flood crests in the tributaries were not synchronous with the main stream, nor with each other, it is more than probable that the maximum discharge of the river at La Junta did not exceed 200 000 sec-ft.

At 9.30 A. M., on Sunday, June 5th, the Schaeffer Dam, an earthen structure, 90 ft. high, on Beaver Creek and about 11 miles from its junction with the Arkansas, failed with a crash. The impounding reservoir, estimated to contain about 4 000 acre-ft. at the time of failure, was emptied in 30 min. The attendant flood reached Swallows, a point on the river 8 miles below the mouth of Beaver Creek, at 11.30 A. M.; Goodnight, 10 miles farther down, at 1.30 P. M.; and Pueblo, an additional 5 miles, at 2.15 P. M. The itinerary of this wave may be scheduled as shown in Table 16.

TABLE 16.

Place.	Flood arrived.	Lapsed time.	Distance traveled.
Reservoir site	9.30 A. M.		
		2 hours	19 miles
Swallows	11.30 A. M.		
		2 hours	10 miles
Goodnight	1.30 P. M.		
		0 hours 45 min.	4 miles
Pueblo	2.15 P. M.		
Total	....	4 hours 45 min.	33 miles

It is important to note that at its crest the flood, as recorded at the Main Street gauge, did not exceed 28 000 sec-ft. at a gauge height of 13 ft., or more than 5 ft. below the 18.14-ft. gauge of overflow point. In all probability if there had been no breaks in the levees from the flood of June 3d, the channel would have carried the flow from the Schaeffer Reservoir. The most important fact, however, is that notwithstanding the reading on the Main Street gauge was 5 ft. below the overflow point, the water was several inches above the floor of the Union Depot, and probably reached a gauge height there of about 18.00 ft., the overflow point at Main Street. This is direct confirmation of a previously mentioned observation to the effect that when the river had fallen to its channel overflow point at Main Street, in the early morning of June 4th, with a rated discharge flow of 45 000 sec-ft., large volumes of water were flowing through other parts of the city from breaks in the levees near the West Fourth Street Viaduct. Although the total volume from the Schaeffer Reservoir was relatively small and effected no serious

damage at Pueblo and points farther east, yet, due to the release in the body, the damage inflicted in the valley west of Pueblo was far greater than in the previous flood, and left a real "valley desolate".

Flood Loss.—The authors are to be congratulated in assembling even preliminary figures on this most illusive factor of property loss, and there seems to be no warrant for suggesting change in the amount submitted. The figures are of inestimable value in planning protective or preventative measures and are an index of the justifiable extent to which such measures can be recommended. Doubtless these amounts, together with the possibility of a future occurrence of a flood of equal or greater magnitude, will be weighed against the cost of assured protection. It is too bad, though, that mention was not made of the most vital factor in the whole matter. More than 150 lives were lost—the exact number can never be known. Thus far, 78 bodies have been recovered. Men might ponder at great length as to the justifiable investment to guard against property loss, but if the people in this part of the Arkansas Valley must return to their industrial pursuits, and it is assumed that they must, there is no warrant for hesitancy. The futility of placing monetary value on a human life should not restrain the engineer as a true conserver from placing personal safety in industry far above all things else.

Estimated Peak Flow and Volume.—The peak flood of the Arkansas River through the City of Pueblo was in all probability about 100 000 sec-ft., as first estimated by Mr. Hosea. This figure will be confirmed or corrected when the investigations now in progress are completed. The channel had a flood capacity of about 40 000 sec-ft., without any margin of safety. Improvements necessary to insure such capacity with a reasonable degree of safety could be effected at nominal expense. It would seem, therefore, that in considering protective measures involving substantial investment, that provision is necessary only for those floods of a greater discharge rate than 40 000 sec-ft. The volume in the Arkansas, passing through the city in excess of a discharge rate of 40 000 sec-ft. could not have been more than 30 000 acre-ft. The Fountain River, flooding a safe channel with a capacity of 25 000 sec-ft., for 12 hours, with a peak discharge of 45 000 sec-ft., would have a volume of about 10 000 acre-ft. without channel provision. In other words, if 30 000 acre-ft. had been held back on the Arkansas for a few hours and 10 000 acre-ft. on the Fountain, no disaster would have occurred at Pueblo on the night of June 3d.

It does not appear that the combined maximum flow of the Arkansas and Fountain of 65 000 sec-ft., together with the accretions of the tributaries east of Pueblo, would work any hardship on the lower valley. Prior to the June flood, a peak flow greater than 40 000 sec-ft. had not passed Pueblo in the Arkansas for a period of 100 years or more, if historical deductions are correct. The average daily discharge for a period of 11 years—1910-20—was 770 sec-ft.

Drainage Area and Run-Off Data.—It is true that the part of the Arkansas Basin between Canon City and Pueblo supplied nearly all the run-off in the flood of June 3d, yet by no means can the drainage basin of 3 047 sq. miles above Canon City be ignored in considering protective measures. Notwithstanding the fact that the greatest discharge at the Hanging Bridge in the

Royal Gorge since the construction of the railroad in 1880 has probably not exceeded 9 000 sec-ft., Grape Creek, which flows into the Arkansas just below the Grand Canyon, has a formidable drainage area of 483 sq. miles and is subject to excessive floods. The railroad branch in the canyon occupied by this stream extending from Canon City to Silver Cliff was several times seriously damaged by floods, and, in 1889, after only nine years of operation, was so nearly destroyed that it was permanently abandoned.

Table 17 shows the daily and total precipitation measured by various observers at points in the Fountain and Arkansas Basins during the storms of June 2d-6th, 1921. Attention is directed to a previous error in the Colorado Springs precipitation for June 3d which is corrected herein.

TABLE 17.—INCHES OF RAINFALL, JUNE 2D-6TH, 1921.
(All gauges read at 6 P. M., except as noted.)

Station.	Drainage basin.	Day.					Total. 2d–6th.
		2d.	3d.	4th.	5th.	6th.	
Monument	Fountain	....	......	2.90	0.82	0.05	3.77
Colorado Springs	"	....	0.50	4.40	1.26	0.42	6.58
Fremont	"	....	2.53	2.61	1.43	0.48	7.05
Lake Moraine	"	....	0.65	3.68	1.40	0.18	5.91
Victor*	Oil Creek	....	0.03	2.08	1.55	0.37	4.03
Canon City†	Arkansas	....	0.30	2.35	0.75	0.40	3.80
Florence†	"	....	0.99	3.31	2.47	0.13	6.90
Penrose†	Beaver	....	......	7.00	2.00	1.50	10.50
Pueblo‡	Arkansas	1.94	1.64	1.45	1.12	0.09	6.15
Buena Vista	"	....	......	0.90	0.42	....	1.32
Leadville	"	....	......	0.16	0.49	0.71	1.36
St. Elmo	Chalk Creek	....	......	0.63	0.55	0.38	1.56
Hayes Ranch	Osteen Creek	....	10.00	Friday evening and night.			10.00
Hobsin Ranch	Arkansas	....	6.50	" " " "			6.50
Teller	Turkey Creek	....	7.50	" " " "			7.50
Boggs Flat	Boggs Creek	....	14.00	" " " "			14.00
Higgins	Eight Mile	....	12.00	" " " "			12.00

* Gauge read at 4.00 P. M.
† " " " 8.00 A. M.
‡ " " " midnight.

It is inconceivable that the heavy precipitation of Friday evening and night could extend over any considerable area, and equally irrational to apply the averages deduced therefrom over the entire drainage basin of either the Fountain or Lower Arkansas Rivers. An incontrovertible fact of long standing is that by far the greater volume of precipitation in the Colorado Arkansas is the result of violent rain storms. There should be no hesitancy in saying that the basin, especially the lower part, is infested with cloudbursts, for no other nomenclature better fits the observed phenomena.

Grouped according to elevation, these stations furnish the results shown in Table 18.

It will be observed from Table 18 that, for this particular series of storms, the precipitation varies inversely with the altitude, a fact contrary to the commonly accepted law which doubtless will apply only to precipitation from general storms. Even in the mean annual precipitation, there is a slight vagary in this law in the Upper Arkansas Basin. No reason is advanced as

to why the probable maximum precipitation in 72 hours should be exactly 140%, rather than any other multiple of the greatest precipitation of record; neither is it clear that the figures for percentage of run-off will apply to this particular region. In the 11 years, 1910-20, the ratio of mean annual run-off to mean annual precipitation for the basin above Canon City was 23%, and for the entire basin above Pueblo 19 per cent. On the other hand, it is easy to conceive that the ratio from cloudbursts, in some of the tributaries with excessive gradients, might closely approach 100 per cent. Apparently, the law of averages will not apply in this case, except in a very limited manner; rather should the analysis consist in a study of each individual tributary. For example, it is known that Oil Creek, with a drainage area of 416 sq. miles, never floods frequently or excessively, while, in contrast, Rock and Peck Creeks are subject to frequent floods. Hardscrabble has idiosyncrasies well worthy of analysis. Other tributaries have similarly developed certain characteristics, the permanency of which has not yet been assailed. Doubtless, the position of the confining mountain ranges, their altitude, and their relation to each other, as well as to the Great Plains, have a great deal to do with the case.

TABLE 18.—AVERAGE INCHES OF RAINFALL, STATIONS ABOVE PUEBLO, COLO., IN 72 HOURS, JUNE 2D-6TH, 1921.

Elevation, in feet.	Number of stations.	Average inches of rainfall, 72 hours.
4 600 to 5 000	6	9.17
5 000 to 6 000	4	6.94
6 000 to 7 000	1	3.77
Above 7 000	6	3.49
Total..................	17	6.41

It may be possible to construct from past records, combined with personal experiences and accumulated data, a synthetic programme of a probable maximum flood at Pueblo. The apparently insurmountable obstacle in this programme will be the occurrence and intensity of cloudbursts, the forecasting of which has thus far baffled all attempts at solution.

Flood Control.—The answer to the problem seems to lie in some scheme of flood-regulating reservoirs. This is by far the safest plan, for, regardless of the magnitude of the flood peak, discharge through the channel will be limited to its capacity. The only further concern will be in ascertaining the volume of maximum flood which it will be necessary to hold back, and this factor is more susceptible of definite determination than the peak flow of any imaginary flood.

Obviously, the channel through the city should be as large as ultimate economy will permit. The larger the city channel, the smaller will be the required detention. This is a distinct advantage in that it will reduce the cost of maintaining reservoir capacity against the deposit of enormous quantities of débris brought down by the torrential flood velocities of the river and

its tributaries. On the other hand, the city channel ought to be as small as possible, for, otherwise, property suited for intensified use would be devoted to only occasional service during extraordinary floods. An infrequently used flood channel, many times larger than normal flow requirements, would constitute waste land in the heart of the city and impose extra burdens on the daily conduct of city affairs. Again, a city channel of maximum flood capacity would be no safeguard to life and property in the valley east of Pueblo, whereas confinement of the river within minimum and permanent limits would permit the cultivation of land otherwise unproductive.

In the interest of conservation, it would seem, therefore, to be necessary first, to determine the size of the channel which the value of property both urban and rural can consistently bear, and weigh this cost with that of reservoirs to supplement the channel in passing the floods. The only unknown quantity in the problem is the volume and peak flow of the possible maximum flood. The suggestion of a rainfall 40% in excess of the two greatest storms on record, distributed over the water-shed according to altitude and running off at assumed rates, is not entirely satisfactory. There is no certainty that the records of the 1894 flood tell the whole story, and it is quite certain that the records used for the 1921 flood do not. Moreover, the altitude distribution over the whole water-shed of the few available averages and the assumed percentages of run-off do not seem wholly applicable to the Arkansas Basin. Here, the precipitation is spotted, storms are greatly concentrated in area, flood rainfall is extreme in intensity, and run-off is widely variant.

As the concern in the maximum peak discharge is only for the purpose of providing requisite channel capacity without control reservoirs, it may be that the suggestion of 168 000 sec-ft., as crest discharge in the Arkansas, will answer the purpose. However, it is entirely possible, with the same intensity of storms and slightly different distribution over the tributary basins, to have greater peak flows with smaller volumes than even that which occurred on June 3d. In this phase of the problem, the vital factor is the torrential rains in certain tributaries which might make their peak discharges coincident at the critical point in the river. The difficulty lies in the local concentration of storms in places where no long-time records have been kept. Similarly, it may be that the figures of 322 000 acre-ft. in the Arkansas River represent the greatest possible volume of flood of a few days' duration, but as the method by which they were deduced is open to question, their reliability is not assured.

As previously mentioned, the present channel of the Arkansas River can and did carry 40 000 sec-ft., and can be made to do so with an adequate margin of safety at nominal expense. Apparently, therefore, the detention reservoir capacity should be computed on this basis. The development of the Rock Canyon site to requisite capacity, even with this promise, may not be sound economy, but it does not yet appear to be impracticable to obtain a part of the detention capacity on some of the tributaries. For instance, Dry, Boggs, and Rock Creeks were the worst offenders in the recent flood. Peck Creek is often and Hardscrabble occasionally the culprit, but this time neither was very unruly. The flood duration on all these streams is very brief. From data

collected in the field, the maximum rate of discharge and total volume of flood for the three first-named streams may be approximated as follows:

	Second-feet.	Acre-feet.
Dry Creek	17 000	7 000
Boggs Creek	33 000	13 500
Rock Creek	36 500	15 000

The channels of these streams and the river below their conjunction therewith will carry substantial flows without damage, and apparently reservoirs of adequate capacity for their control would be quite practicable. On investigation other tributaries will doubtless yield even greater promise of advantage.

It is entirely practicable, although somewhat expensive, to remove the railroad tracks and the Bessemer Canal from any reservoir basin at the Rock Creek site. The suggestion of leaving these works within the basin to be subject to occasional submergence as an economic measure is not at all clear. Aside from that incurred by the failure of the Schaeffer Dam, most of the railroad damage west of Pueblo accrued from floods in the tributaries. Any advantage gained by checking main stream velocities within the reservoir limits would doubtless be trifling in contrast to the enormous loss from inundation and subsequent excessive cost of clearing the submerged works from a heavy deposit of detritus.

The topography of the Fountain River is not as favorable as that of the Arkansas for the construction of retarding reservoirs, but the channel through the town is more susceptible of improvement and enlargement. Any reservoir site on the Lower Fountain River, and there seems to be none of any great promise, will be expensive for the installation of control works, and, perhaps, prohibitive in cost per acre-foot capacity. It is also quite likely that the difficulty of securing satisfactory foundations will militate against the adoption of a detention plan.

A consideration of all the phases of the situation indicates preference for the improvement and enlargement of the channel through the city as the best plan. This view is influenced by the probability that, after a thorough investigation, the peak flow of any future maximum flood will be taken at substantially less than the suggested 110 000 sec-ft. Present information indicates that the probable maximum crest will exceed the 45 000 sec-ft. of June 4th by only a small proportion. However, any plan for flood control on the Fountain River must be co-ordinated with plans for controlling the Arkansas River, in order to obtain the desired results in the valley east of Pueblo.

The authors are to be commended most highly for including even a roughly approximate statement of cost for the various plans suggested. This information will doubtless serve the desired purpose of emphasizing the gravity of the entire situation. With still only very meager data at hand, it is impossible to confirm or revise the estimates. Attention is called to a possibility of reducing the amounts very materially after a more mature investigation as to whether the Fountain peak of 45 000 sec-ft. of June 3d and 4th, was not a probable maximum, or nearly so, and also by basing the Arkansas computations on a channel capacity of 40 000 sec-ft.

The utilization of water accumulated by detention reservoirs for either irrigation or power purposes does not now appear to be entirely practicable. Detention reservoirs must be emptied as speedily as the channel capacity will permit, for in some seasons torrential rains in the water-shed have a pernicious habit of rapid repetition. The storage of large quantities of water to be used slowly could only be accomplished by quickly drawing off the detained volumes into other basins through canals of large dimensions. Still, this feature of the case is a move toward the utmost utilization of natural resources, and it is worthy of some consideration and investigation.

R. C. Hosea,* Esq. (by letter).†—Since the Arkansas River flood of June 3d, 1921, two questions frequently asked of the State Engineer's Office, are:

1. What was the peak flow of the flood at Pueblo?

2. What quantity could have been safely carried through Pueblo, in the existing river channel?

The first question is extremely difficult to answer and probably may be estimated more intelligently after a consideration of the second.

Through the main part of Pueblo, the channel of the Arkansas River is approximately 150 ft. wide, between nearly vertical masonry walls 18 ft. high. The State gauging station was located at the Main Street Bridge, where frequent measurements were made, at low-water stages by wading and from the bridge during high water. On June 2d, at 10.00 A. M., the following measurement was made by Messrs. H. D. Amsley and G. C. Price, State Hydrographers: Gauge height, 4.69 ft.; area, 444 sq. ft.; discharge, 2 417 sec-ft.; and mean velocity, 5.44 ft. per sec.

From 6.00 to 6.20 P. M., on June 3d, these men also made a float measurement by timing with stop-watches logs and drift over a 100-ft. course. This measurement is only a rough approximation, since the river rose 1 ft. (from Gauge 10.6 to Gauge 11.6) during this time, and it was impossible to obtain accurate soundings. The depths, therefore, were computed, using 11.2 ft. as the mean gauge height for the period. The velocities thus obtained were 10 ft. per sec. near the side-walls and 15.2 ft. per sec. in the central part of the channel.

The area computed, using 11.2 ft. as the gauge height (and making an assumption as to the amount of scouring out of the channel, as explained later), was 1 505 sq. ft. The mean velocity was 11.8 ft. per sec., based on the following assumptions: Mean velocity = 0.90 of surface velocity; surface velocity for 30 ft. from each wall = 10 ft. per sec.; and surface velocity for 90 ft., central part of channel = 15.2 ft. per sec. This gives a discharge of 17 905 sec-ft.

The channel at the Pueblo Station is subject to scouring during high water and filling again under normal conditions. This condition was particularly apparent before and after the flood of June 3d. A measurement made on June 7th showed: Gauge height, 5.60 ft.; area, 788 sq. ft.; discharge, 6 274 sec-ft.; and mean velocity, 8.0 ft. per sec.

Comparing this measurement with that of June 2d, it is seen that the gauge height was 0.91 ft. higher, corresponding to an increase in area of

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† Received by the Secretary, September 26th, 1921.

0.91 × 150, or 136.5 sq. ft., while the measured area showed 344 sq. ft. more, leaving an excess difference of 208 sq. ft. caused by scouring. This amounts to an average increase in depth of 1.4 ft. in a channel 150 ft. wide (in one place, the actual increase was slightly more than 3 ft.). In computing the area for the float measurement of June 3d, it was assumed that one-third of this scouring had taken place. A measurement on June 29th, showed: Gauge height, 4.77 ft.; area, 542 sq. ft.; discharge, 2 865 sec-ft.; and mean velocity, 5.38 ft. per sec. This area when compared with that of June 7th, shows that during this time the channel filled an average of 0.8 ft. over the 150-ft. section, and is evidently approaching its condition prior to the flood.

The Main Street Bridge at Pueblo is an old-fashioned Bollman truss, with floor-beams spaced about 10 ft. apart, extending below the lower chord. Levels taken a few days after the flood showed the following gauge heights: Bench-mark on stone coping (top of channel side-wall), Elevation 4875.19, equals 18.18 ft.; sidewalk of bridge, 18.66 ft.; top of floor-beams, 17.68 ft.; bottom of floor-beams, 14.68 ft.; and bottom of stringers, 16.85 ft. The high-water mark on the City Auditorium, adjacent to the bridge, is 4 681.71, or 6.5 ft. above the top of the channel coping.

It is evident that the channel could not safely carry water over a gauge height of 14.68 ft. and at this elevation it would reach the bottom of the floor-beams. However, as an estimate of what might have been carried in the channel, a gauge height of 16.85 ft. has been used as the clearance line of the bottom of the lower stringers of the bridge. Probably the most accurate determination of the flow at this gauge height may be made from a logarithmic discharge curve, based on previous measurements and on the measurements already referred to, since this will be a straight line and can be accurately extended.

At a gauge height of 16.85 ft., such a curve gives a discharge of 45 000 sec-ft. From this, and the computed area (approximately 2 300 sq. ft.) a velocity of 19.5 ft. per sec. is obtained. Extending a velocity curve is not satisfactory, because of discordant values due to shifts. Such an extension, however, indicates a velocity of about 18 ft. per sec. at a gauge height of 16.85 ft. and a corresponding discharge of 41 400 sec-ft.

As a rough check on these values, on June 29th, 1921, a determination of Kutter's n was made for the river channel from the Victoria Avenue Bridge to the Main Street Bridge, a distance of 768.5 ft. At the Victoria Avenue, Union Avenue, and Main Street Bridges, careful levels were taken to the water surface at nine different points on each section. Using the mean of these nine values as the surface elevation at each section, the following results were obtained:

Victoria Avenue, mean water surface..................	4 662.61
Union Avenue, " " "	4 662.25
Main Street, " " "	4 661.82
Difference in elevation,	
Victoria Avenue to Main Street.....................	0.79 ft.
Distance	768.5
Slope	$\frac{0.79}{768.5} = 0.001+$

Careful current-meter measurements were made at Main Street and at Union Avenue, and a careful cross-section was taken at Victoria Avenue. The two meter measurements showed a difference of 3.4% (to be expected in cable measurements), and the mean discharge of 2 865 sec-ft. was used. The height on the Main Street gauge was 4.77 ft.

The "hydraulic elements" of the three sections were as given in Table 19.

TABLE 19.

	Victoria Avenue.	Union Avenue.	Main Street.
Area, in square feet	485.7	488.7	542.1
Perimeter, in feet	155.0	155.0	155.0
Discharge, in second-feet	2 865.0	2 865.0	2 865.0
Mean velocity, in feet per second	5.9	5.75	5.38
Hydraulic radius	3.2	3.2	3.5

The mean section computed from the values given in Table 19, has the following elements: Area, 505.5 sq. ft.; discharge, 2 865 sec-ft.; mean velocity, 5.67 ft. per sec.; wet perimeter, 155; $r = 3.26$; and $s = 0.001$.

Solving for Kutter's C and n, these elements give $C = 99.3$, and $n = 0.0182$. Merriman's "Hydraulics", 1906 edition, p. 282, gives for Kutter's n:

$n = 0.20$ for canals in very firm gravel.

$n = 0.017$ " rubble masonry.

This instance is a canal section with a firm gravel bottom and rubble masonry sides, and, as might be expected, n is intermediate between 0.017 and 0.020.

It is found that, for the float measurement of June 3d, 1921, $C = 126$ and $n = 0.016$, using the following elements: Area, 1 505 sq. ft.; mean velocity, 11.8 ft. per sec.; perimeter, 172.0 ft.; $r = 8.75$; and $s = 0.001$.

This is based on the assumption that the slope remains the same for a much higher gauge height and a much greater discharge, which, in turn, assumes a free outflow below. In view of these assumptions and the uncertainty in the measured velocity, it is probable that the value of $n = 0.016$ should only be taken as an indication that n decreases as the flow increases.

If n does decrease at the rate indicated, for a gauge height of 16.85 ft., it should be about 0.014, in which case: Area, 2 300 sq. ft.; discharge, 37 950 sec-ft.; perimeter, 182.5 ft. (approx.).; $r = 12.5$; $s = 0.001$; $n = 0.014$; $C = 147$; and $v = 16.5$ ft. per sec.

In applying three different methods, the three values obtained:

(*a*) 45 000 sec-ft., logarithmic discharge curve;
(*b*) 41 400 " " extended velocity curve;
(*c*) 37 950 " " Kutter's formula;

give a mean discharge of 41 450 sec-ft., or, roughly, 40 000 sec-ft., as the maximum which could pass under the Main Street Bridge.

Peak Flow.—The actual peak flow of the flood of June 3d, 1921, is not known, but an estimate may be made in an intelligent way and thus, perhaps, a figure established within certain reasonable limits. It is not known how much of the excess height (above the top of the river channel) was caused by obstructions at bridges and in the area adjacent to the mouth of the Fountain River. High-water marks show that the river rose about 7 ft. above the top of the stone coping which tops the side-walls of the river channel. If the maximum possible carrying capacity of the channel to the top of the coping is taken as 45 000 sec-ft. and to that is added the quantity which could be carried by an additional 7 ft. in depth (which would be, say, 150 ft. wide by 7 ft. deep by 20 ft. per sec. velocity), thus making a total of 45 000 + 21 000, or 66 000 sec-ft. This assumes, of course, an unobstructed flow in a channel 7 ft. deeper than the present one, but takes no account of the water which flowed outside the present channel, through the town.

Since, of course, this condition of unobstructed flow did not and could not exist at this gauge height, it may be contended that this velocity of 20 ft. per sec. did not exist and that, as the water backed up, its velocity was decreased. No account however has been taken of the quantity of water passing through the town, and it is probable that the above effect must have been more than counterbalanced and that the figure of 66 000 sec-ft. is a minimum estimate of the peak.

On June 19th, 1921, a cross-section of the Arkansas River at a point above the mouth of Dry Creek at the Denver and Rio Grande Mile Post 120 + 4 082 was surveyed by W. A. Balcom, Division Engineer, of the Denver and Rio Grande Railroad. From high-water marks, the area of this section was found to be 8 610 sq. ft., wetted perimeter, 751.6 ft., and the slope of the river was 0.0028 for 1 200 ft. above the section and 0.0022 for 877 ft. below it. Using a mean slope of 0.0025 with these figures and a value of $n = 0.035$, Kutter's formula gives a discharge for this section of 99 876 sec-ft. Using $n = 0.04$ (which seems to be a more reasonable value), the discharge becomes 86 100 sec-ft., about 14% less.

To this must be added the flow of Dry Creek. Late Thursday night, June 2d, 1921, a local cloudburst flooded Dry Creek, and judging from reports, it carried more water then than at the time of the "big flood". Therefore, estimates made from water-marks may give figures for this first flood. The first flood, a large part of which came from the cloudburst on Dry Creek, however, was recorded on the automatic gauge at Pueblo, and, apparently, caused a rise of about 20 000 sec-ft. in the river. The second flow in Dry Creek if assumed as equal to the first, and added to the Arkansas River at the Denver and Rio Grande Section, will give 86 100 + 20 000 = 106 100 sec-ft. as the peak flow at Pueblo. (In this connection, it is interesting to note that the figures for Dry Creek indicate a run-off of nearly 300 sec-ft. per sq. mile, the drainage area of the creek being about 70 sq. miles.)

From the United States Topographic Sheets are obtained the following drainage areas tributary to the Arkansas River between Canon City and Pueblo:

South Side:

Pueblo to Boggs Creek	20	sq. miles
Boggs "	25	" "
Rock "	67	" "
Peck "	46	" "
Rush "	34	" "
Red "	42	" "
Ritchie "	40	" "
Hardscrabble Creek	186	" "
Coal Creek	28	" "
Oak "	72	" "
Chandler Creek	38	" "
Total	598	" "

North Side:

Dry Creek	71	" "
Turkey "	215	" "
Beaver "	260	" "
Eight-Mile Creek	140	" "
Oil Creek	456	" "
Total	1 142	" "
Fountain Creek	930	" "

Although a drainage area of about 3 000 sq. miles is tributary to the Arkansas above Canon City, it is known that this area did not contribute, appreciably, to the flood, as the automatic gauge on the river at Canon City recorded a maximum flow of about 4 000 sec-ft. It is also known of the areas previously tabulated, that only a few flooded excessively. Fountain Creek is excluded from the discussion for the present, since it joins the Arkansas River below the Pueblo Station.

Water from the major part of the Turkey Creek drainage was held up by the Teller Reservoir, and from the Beaver drainage by the Schaeffer Reservoir, up to the time of its failure about 10 A. M., on Sunday, June 5th, 1921.

Mr. Wells, Superintendent of the C. F. and I. Company's Arkansas Valley Conduit, who is intimately familiar with the south side of the river and in touch with conditions both through personal observation and reports from his ditch riders, says:

"The flood of June 4th was caused by rain falling east of Rush Creek, which enters the river at Swallows. Very little water came down Rush Creek and there was no water either in Ritchie Gulch or Red Creek. Peck Creek, Rock Creek, and Boggs Creek were the creeks that caused the flood."

This statement is corroborated by the postmasters at Siloam and Wetmore, who state that, although a heavy rain fell in their section, it fell steadily and penetrated into the soil.

The combined drainage areas tributary to the Arkansas River, between Pueblo and Swallows on the south side, aggregate about 150 sq. miles and,

including Dry Creek on the north, 220 sq. miles. Even if the entire south-side drainage, as far west as Portland, is included, there are only 336 sq. miles (eliminating Turkey Creek and Beaver Creek). If a run-off equal to that of Dry Creek on June 2d, 1921, namely, 300 sec-ft. per sq. mile, is assumed, there would be a combined flow of 100 800 sec-ft.

A rainfall of 12 in. in 24 hours on an area of 1 sq. mile, with complete run-off, is equivalent to 640 acre-ft., or a rate of 320 sec-ft., which is nearly what has been already assumed. Such rainfall is very much higher than any reported during the storm which caused the flood of June 3d, 1921, but it could have occurred over a limited area in the Boggs Flat Section where the storm appears to have been the heaviest. Unfortunately, no accurate records are available from this area.

The authors suggest that protection be provided against a peak flow of 168 000 sec-ft. This is based on the run-off from a storm 40% greater than any recorded, using certain assumptions as to rainfall and run-off; 60% of 168 000 sec-ft. is 100 800 sec-ft. which, again, roughly corroborates the estimate of the peak flow.

The evidence seems to show that the peak flow amounted to approximately 100 000 sec-ft., possibly more, but more likely less, since the assumptions on which this estimate is based, are extremes purposely taken in order to be sure that the figure should be too large rather than too small.

The Fountain Creek flood reached Pueblo sometime after the peak of the Arkansas flood had passed, and its peak was reached at, perhaps, 3.30 A. M., Saturday, June 4th, 1921. Preliminary estimate placed this peak at 50 000 sec-ft.

A cross-section opposite the Denver and Rio Grande Mile Post 117, approximately 2 miles above Pueblo, surveyed by its engineers, gives between high-water marks the following: Width = 921 ft.; maximum depth = 9.4 ft.; area = 5 258 sq. ft.; perimeter = 940 ft.; hydraulic radius = 5.6; and slope = 0.0042.

The peak flow of Fountain Creek at this point, calculated by Kutter's formula, with $n = 0.035$, was 46 500 sec-ft., and with $n = 0.040$, 40 100 sec-ft. At that time, there may have been 75 000 sec-ft. in the Arkansas River. This would give a total volume of 120 000 sec-ft. as the combined discharge of the two streams.

Below Pueblo, the largest flood in a tributary stream occurred in the St. Charles River. As this flood was caused by the rain storm which brought about the Arkansas flood, and had a shorter distance to travel, it is likely that its peak reached the main river before that of the main flood. Definite information on this point may be secured later.

From a cross-section made by Messrs. H. D. Amsley and G. C. Price, the peak flow of the St. Charles is indicated to be about 50 000 sec-ft. If one-half of this flow was coincident with that of the peak in the main river, the combined flow below the St. Charles would be 145 000 sec-ft., to which Chico Creek added its volume.

A cross-section of Chico Creek, taken by Messrs. Amsley and Price, indicates that it carried a little more than 20 000 sec-ft., and the statement of Mr.

Edson, Foreman of the North Avondale Milling Company's ranch, fixes the time of the rise in Chico Creek at 4 A. M., June 4th, 1921. This would bring it at about the time of the peak in the Main River at this point, and would give a total of about 165 000 sec-ft.

The Huerfano River did not flood excessively, but, from gauge heights at the Ellis Dam, it is estimated that it contributed from 5 000 to 6 000 sec-ft. Below this point, the tributary streams were not unusually high, although they probably did furnish some excess water. If the sum of the tributaries between the Huerfano and La Junta is estimated as 10 000 sec-ft., the peak at La Junta was 160 000 sec-ft.

At the head of the Fort Lyon Canal, about 3 miles west of La Junta, a cross-section was taken by Messrs. Amsley and Price, and the flow estimated through this section as the peak flood is from 180 000 to 200 000 sec-ft.

At the head of the Amity Canal, near Prowers, certain flood-flow estimates were made by Oscar Hallbeck, Engineer for the Arkansas Valley Sugar Beet and Irrigated Land Company, as shown in Table 20.

TABLE 20.

Time.	Date.	Velocity, in feet per second.	Quantity, in second-feet.	Height, over dam, in feet.
11.00 P. M.	June 4, 1921.	....	2 000	....
12.00 P. M.	"	....	6 000	....
1.00 A. M.	June 5, 1921.	....	10 000	....
1.10 A. M.	"	....	15 000	2.5
1.30 A. M.	"	....	20 000	3.0
1.40 A. M.	"	....	28 000	4.0
2.00 A. M.	"	20	45 000	5 5
2.30 A. M.	"	20	55 000	6 0
3.00 A. M.	"	25	80 000	7.0
3.30 A. M.	"	25	110 000	7.5
4.00 A. M.	"	30	155 000	8 5
4.30 A. M.	"	30	170 000	9.0
8.00 A. M.	"	....	170 000	9.0
8.30 A. M.	"	....	155 000	8.5
9.00 A. M.	"	....	130 000	8.0
10.00 A. M.	"	....	130 000	8.0
11.00 A. M.	"	....	130 000	7 5
12.00 M.	"	....	110 000	7.0
1.00 P. M.	"	....	80 000	....
8.00 P. M.	"	....	....	....
9.00 P. M.	"	....	55 000	6.0

The figures given in Table 20 show a peak flow of 170 000 sec-ft. which continued for 3½ hours, with a gradual decline, and a total discharge of, approximately, 200 000 acre-ft. in 24 hours. It is probable that the peak would flatten out on the lower river and that the flow would continue for a longer time, as indicated in the measurements at the Amity Dam.

This effect is still further illustrated by measurements not yet available, taken at Syracuse, Kans. At this point, the river did not overflow its channel, but was confined between the abutments of the bridge, in a channel about 800 ft. wide. Mr. Knapp, State Water Commissioner of Kansas, estimates the peak flood at this point as not more than 50 000 sec-ft. (subject to verification later). Evidently, the time of passage of the flood must have been considerably longer, if these figures are correct.

Information now being gathered may show minor discrepancies in some of these figures and will doubtless throw more light on the actual area of origin of the flood, but it is believed that, in the main, the conclusions arrived at are correct within reasonable limits and may be of value in consideration of plans for future flood protection.

Although the greater part of the damage done was in and around Pueblo, it is evident that great losses occurred in the lower valley, particularly to irrigation structures, and a complete flood-protection plan should consider the lower valley as well as Pueblo.

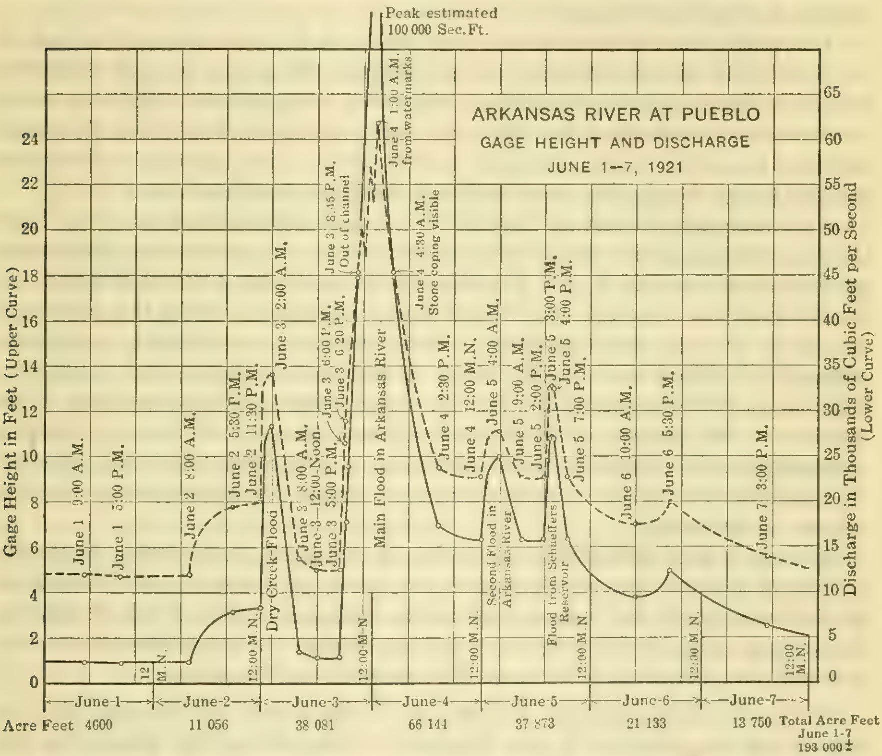

FIG. 21.

In the writer's opinion the adoption of a "conservancy district" law, similar to that of Ohio, should be passed as a first step, in order to provide the machinery for raising money for the construction of flood-prevention works. The costs of the necessary works should be assessed in proportion to the benefits to be derived, against cities, towns, corporations (public and private), and all other interests benefited.

No detailed definite study has been made as yet of the possible plans for flood protection, although various schemes have been suggested. A discussion of these plans without adequate information and reliable estimates of cost will not be attempted at this time.

It is due to Mr. Amsley's diligence and foresight in this connection that any reliable figures have been preserved. The measurements made by him June 2d, 3d, and 7th, 1921, and his subsequent work in establishing gauge heights, embrace all the actual data on record.

Fig. 21 is a hydrograph showing gauge heights and discharge of the Arkansas River, at Pueblo, from June 1st to 7th, 1921. Since the automatic gauge was lost during the evening of the flood of June 3d, 1921, no strictly accurate gauge heights are available from that time until June 6th, but approximations were obtained in various ways, from reliable statements, water-marks, inspection from a distance, counting the number of stones in the side-walls visible above water level, etc.

This graph should be quite accurate except for the time during the peak of the flood when the river was out of its channel. This time is quite definitely fixed, especially the time of the first overflow and the peak flow. The time when the water in the channel was below the stone coping is fixed from the statements of people who spent the night in City Hall. They agreed that the stone copings lining the channel were visible at daylight above the water.

An interesting feature of Fig. 21 is the peak representing the flood from the Schaeffer Reservoir which failed about 10.00 A. M., on Sunday. This water reached Pueblo at 2.00 P. M. The total discharge of the river from 2.00 P. M. to midnight, on June 5th, was 15 173 acre-ft. (computed from the diagram). Assuming that the river was falling, from 2.00 P. M. to midnight, at the rate indicated, it would have carried about 11 580 acre-ft. during this time; the difference—3 593 acre-ft.—represents the water from the Schaeffer Dam. The high-water line capacity of the Schaeffer Reservoir was 3 190 acre-ft., but this was undoubtedly exceeded before the reservoir broke, and this excess between the capacity and the water "accounted for," might be represented by the difference of 400 acre-ft.

The main flood computed from 5.00 P. M., June 3d, to midnight, June 4th, amounted to more than 90 000 acre-ft., or, in round numbers, 100 000 acre-ft. in 19 hours, and is the largest flood in the Arkansas Valley of which there is any record. The total for the week through Pueblo was about 200 000 acre-ft., or more than one-third of the total flow for 1920 at this point.

GEORGE G. ANDERSON,* M. AM. SOC. C. E. (by letter).†—The authors have earned the approbation of the members of the Society in presenting the accurate and comprehensive, though concise, statement of the features of the great flood in the Arkansas River in 1921, and the resulting situation in the City of Pueblo and the Arkansas Valley, Colorado. Such approbation is equally due to Mr. Hosea for the able and painstaking manner in which he has presented the facts regarding the flood flows of the river. It was necessary to make clear early that the great volume of the flood, and the extent of the resulting damages, came from entirely natural causes, and in the rehabilitation of the city and of the adjacent territory, serious engineering problems are presented, which call for grave consideration in their solution.

From the testimony of such observers as Mr. Wells (quoted by Mr. Hosea),

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* Los Angeles, Cal.

† Received by the Secretary, October 3d, 1921.

that the greater part of the run-off, at least on the south side of the river, resulted from the rainfall east of Rush Creek, and in the absence of records of rainfall from a greater number of rain-gauge stations throughout the area covered by the general storm, it may be a warrantable assumption that one-half the volume of 100 000 acre-ft. came from less than 300 sq. miles of drainage area. From information obtained by the writer, while investigating the conditions on Beaver Creek and the upper reaches of Fountain Creek, shortly after the floods, it would appear, however, that intense rainfall occurred on the north side of the river and caused run-off which, undoubtedly, contributed to the flood in some volume.

Mr. Hosea states that the "Beaver Creek drainage was held up by the Schaeffer Reservoir until the time of its failure, Sunday, June 5th, 10 A. M." Of the total Beaver Creek drainage of 260 sq. miles, there are only 136 sq. miles above the Schaeffer Reservoir. On some considerable portion of the remainder of 124 sq. miles, there was a very heavy rainfall and a consequent large volume of run-off.

At the Schaeffer Dam a measurement, not by a rain gauge, indicated that 4 in. of rain fell during the night of Friday, June 3d, and the precipitation was stated to have been greater at Beaver Park, about 7 miles southwest. The official record at Florence shows only 0.99 in. of precipitation on June 3d, and only a slight run-off occurred in Eight-Mile Creek during that night. These facts may help to define the approximate western limit of the great storm, although a detail in one element may be pointed out in this connection, and, later, elaborated in a broader aspect of the circumstances as they are now known.

Although the total precipitation for June 3d, at Florence, as given in Table 5, is 0.99 in., it is unlikely that this amount was the total for that day of the rainfall which caused the run-off accumulating in the flood at Pueblo during the night of June 3d and the early morning of June 4th. It is much more likely that the quantity given as the total for that day at Florence was the rainfall up to 6.00 P. M., which hour is the beginning and ending of the Weather Service Bureau's day at various stations in Colorado, for instance, as at Colorado Springs and Lake Moraine, while, at Victor, the day begins and ends at 4.00 P. M. It is noticeable that on the following day, Saturday, June 4th, at Florence the total rainfall is the maximum quantity, 3.31 in. It is probably correct to state that the greater part of this fell during the evening, after 6.00 P. M., and the night of June 3d, and in all probability thus contributed some volume to the flood at Pueblo and, also, to its peak flow.

Although only a slight run-off was observable in Eight-Mile Creek on the night of June 3d, Brush Hollow Creek, the next creek eastward, discharged a very high run-off. Subsequent measurements indicated more than 6 000 cu. ft. per sec. as the peak flow from a drainage area not in excess of 25 sq. miles. The next creek eastward is Beaver Creek which is known to have increased in discharge below the Schaeffer Dam before that structure failed, but all evidences of the volume on that night have been obliterated.

The next creek eastward is Turkey Creek. Although it may be correct to state that the Turkey Creek Reservoir retained the stream flow which occurred

above it, there were evidences of quite heavy rainfall on that area, with considerable damage to roads and irrigation ditches. If that heavy rainfall did not extend into the area which the Turkey Creek Reservoir does not intercept, there is indication that the intensity of the storm varied in different localities, which is quite probable. For instance, on the Dry Creek area, the next eastward to Turkey Creek, there is every evidence of intense rainfall and a large run-off.

From the foregoing comments, the writer is of the opinion that, although the greater volume of the Arkansas River flood came from the south side of that stream, and largely east of Hardscrabble Creek, considerable volumes were added from streams on the north side, and that the tributary area of these streams cannot be wholly disregarded in these considerations.

At the Schaeffer Reservoir the heavy rainfall did not commence until about 7.30 P. M., on June 3d, and the consequent run-off may not have reached Pueblo at the time of peak flow, but, undoubtedly, it did add something to the total volume. The flow of Beaver Creek at and below the Schaeffer Dam did not exceed 90 cu. ft. per sec. until 4.00 A. M., on June 4th, when the water surface of the reservoir reached the spillway level.

The writer is of opinion that the statement, "in the two largest storms [of the Arkansas Valley], namely, those of May, 1894, and June, 1921, the average rainfall increases quite uniformly with the elevation of the drainage area", is apt to be misleading, and to require revision in its application to the storm of June, 1921.

As has been stated, the rainfall at the Schaeffer Dam, at an elevation of 5 700 ft., on Beaver Creek, during the night of Friday, June 3d, was about 4 in. The rainfall, at Victor (elevation, 9 775 ft.), from June 3d, 4.00 P. M., to June 4th, 4.00 P. M., was 2.08 in. Victor is on the western slope of Pike's Peak, while Lake Moraine, at an elevation of 10 200 ft., and Colorado Springs, at an elevation of 6 500 ft., are on the eastern slope and in the Fountain Creek drainage. At the two latter points, the precipitation is given, as recorded in Tables 4 and 5, from 6.00 P. M. of one day to 6.00 P. M. of the next. Table 21 shows the comparative rainfall, in inches, at these points.

TABLE 21.

Date.	Victor.	Lake Moraine.	Colorado Springs.
June 3, 1921	0.03	0.65	5.00
June 4, "	2.08	3.68	4.40
June 5, "	1.55	1.40	1.26
June 6, "	0.37	0.18	0.42
June 7, "	0.01	0.00	0.01
Total	4.04	5.91	11.09

At these three stations, the total rainfall for five days shows that the lower elevation actually had more than twice as much precipitation as the average of the higher elevations. By analyzing the daily quantities, keeping in mind the different hour to which the report refers, the record shows that prior to 4.00 P. M., on June 3d, 0.03 in. of rain fell at Victor, prior to 6.00 P. M.,

0.65 in. fell at Lake Moraine, and prior to 6.00 P. M., 5.00 in. fell at Colorado Springs.

The detailed record at Colorado Springs is much more illuminating as to the character of the storm, and, between rainfall and altitude, to the relation for this particular storm:

	Rainfall, in inches.
June 3d, 1921, 3.30 P. M. to 6 P. M.	5.00
June 3d, " 6 P. M. to June 4th, 2 A. M.	4.20
June 4th, " 2 A. M. to 6 P. M.	0.20
June 4th, " 6 P. M. to June 5th, 6 P. M.	1.26
June 5th, " 6 P. M. to June 6th, 6 P. M.	0.42
June 6th, " 6 P. M. to June 7th, 6 P. M.	0.01
Total	11.09

The total rainfall of 9.2 in. at Colorado Springs from 3.30 P. M., June 3d, to 2.00 A. M., June 4th, is comparable with the rainfall of 2.08 in. reported at Victor for June 4th, which really occurred after 4.00 P. M., on June 3d, and probably continued, as at Colorado Springs, until the early morning of June 4th. A similar comparison applies to Lake Moraine, with the alteration that the daily periods are parallel as previously given.

These three Weather Bureau Stations are fairly comparable, for, apart from being the only stations in the path of that particular storm, they are situated, relatively, in the general line followed by the storm of June 3d, which apparently was almost directly at right angles to the front line of the mountains, with a northeast tendency. Generally speaking, this is a characteristic of these summer storms on the Colorado Plateau.

This actual reversal of rainfall increasing with altitude is not unusual in storms of this character, locally and colloquially called "cloudbursts", since this storm which caused the Pueblo flood, was on an unusual and exaggerated scale. As shown in Table 5, it is traceable, with varying intensity of rainfall, along the eastern slope of the Rockies, almost entirely throughout Colorado, with some favored localities excepted, as, for instance, Trinidad, and well into New Mexico, as far south as Albuquerque, on that night of June 3d.

Such storms are usual during the summer months, and although they originate within the mountains, ordinarily at not excessive elevations, and cause some precipitation inside the front range, the greater part of the rainfall, as in this case, ordinarily occurs on the high plateaus or plains areas. There are those who declare that "cloudbursts" do not occur above an elevation of 9 000 ft.

Under such conditions, it does not seem to the writer that any sound deductions can be made from "average" rainfalls, say, at elevations of from 6 000 to 12 000 ft. For the purpose of establishing merely the relation between rainfall and elevation, it would seem that the method used in Table 6 and the averages derived therefrom are misleading. Considering the column for June, 1921, it is noticeable that the fourth group, 6 000 to 12 000 ft., includes Colorado Springs, Calhan, and Monument, all of which are stations outside

the mountains proper and on the plateau or plains area. This group includes Cuchara Camps, with a rainfall of only 1.10 in. Cuchara Camps is in the mountains, at an elevation of about 9 000 ft., and near the head-waters of the Huerfano, but outside the belt of this particular storm. The Huerfano contributed only a small volume to the flood-waters of the Arkansas River, east of and below Pueblo.

The average rainfall was 6.29 in. at the typical plateau stations in that fourth group, Colorado Springs, Monument, and Calhan, and for the typical mountain stations, Victor and Lake Moraine. These stations are close to one another and were in the general path of the storm. The first group of three lie outside the mountains, and the second group well inside of the mountain area. Comparing the plateau stations, there is:

	Elevation.	Rainfall.
Colorado Springs	6 000 ft.	10.66 in.
Monument	7 000 ft.	3.72 "
Calhan	6 500 ft.	4.48 "

In the third group, if Trinidad, plainly outside the belt of the intense storm, with a rainfall of 1.05 in. is eliminated, the average rainfall at Canon City and Florence is 5.08 in., which is slightly more than that of Victor and Lake Moraine, 4 000 ft. higher.

In the second group, at an elevation of from 4 000 to 5 000 ft., Pueblo with 4.21 in. of rainfall in 72 hours, is the only station which should properly be compared. Ordway, Two Buttes, and Rocky Ford were certainly outside the limit of the storm.

In the first group the stations, Lamar and Los Animas, were also outside the storm belt.

Another set of four groups could thus be set up, as follows:

	Elevation.	Rainfall.
Pueblo	4 000 to 5 000 ft.	4.21 in.
Canon City, Florence	5 000 to 6 000 ft.	5.08 "
Colorado Springs, Calhan, Monument	6 000 to 7 000 ft.	6.29 "
Victor, Lake Moraine	10 000 ft.	4.86 "
Average		6.81 in.

The probable relation of rainfall to elevation in such storms is thus more clearly indicated, and the fact is revealed that, at the lowest elevation, Pueblo, the rainfall was only slightly less than at almost the summit of the drainage area. The much more significant feature is that directly within the path of the storm, the average rainfall from various typical stations from which conclusions might be made, just as fairly if not more accurately, by way of forecast of the results in any recurrence, is more than twice that which the authors find and on which they base some important conclusions.

The official record of precipitation at Colorado Springs shows the maximum of any station within the storm area, and is the maximum rainfall recorded at any station in the period of 30 years. It is possible and probable indeed that

rainfall, as intense as the 9.2-in. rain, which fell at Colorado Springs during the 10½ hours, from 3.30 P. M., June 3d, to 2.00 A. M., June 4th, occurred west of Pueblo, in some considerable portion of the Arkansas River area, which district is assumed to have yielded the greater part of its volume to the flood. The absence of a sufficient number of well placed rain-gauge stations within the areas subject to these torrential summer storms has never been so well illustrated as on this occasion. If records had been available from a large number of such stations during this particular storm, much more really satisfactory deductions could have been made in place of the estimates, more or less dependable, than can now be arrived at, on the most conservative basis.

The consequent defects are apparent in the tabulation of assumed percentages of run-off, which to the writer, appear to be unreliable largely because they again are based on the difference in elevation, rather than on the rainfall that did occur at each elevation, and the conditions affecting run-off that prevailed at the time of the storm. It would seem, for instance, that a rainfall of 9.2 in. in 10½ hours at Colorado Springs, more than 5 in. of which occurred in 2½ hours, would have resulted in a greater percentage of run-off than from 3.68 in. at Lake Moraine in the same time. From personal observation in many such "cloudbursts"—not of the extreme intensity of this particular storm—it has frequently appeared to the writer that the run-off was almost complete and immediate. It would also appear that, above an elevation of 7 000 ft., with less rainfall within relatively the same period, the run-off would be less than at the lower elevations. On this occasion, in the region of Victor and Lake Moraine, the precipitation above an elevation of about 10 500 ft. was in the form of snow, and, in one instance at that elevation, the run-off from about 10 sq. miles of drainage area did not exceed 50 acre-ft. per day for 3 days after the storm, while the average precipitation, as previously stated, was 4.86 in.

It may be that because "probably one-half this volume [100 000 acre-ft., which passed Pueblo] came from less than 300 sq. miles of drainage area between Hardscrabble Creek and Pueblo, * * * the storm which caused the flood was far from a maximum". It was a maximum, so far as flood volume of the Arkansas River passing Pueblo during more than 30 years is concerned, and so far as intensity of rainfall in adjacent territory, as at Colorado Springs, is concerned. A greater rainfall was recorded at Canon City during the storm of 1894—5.06 in. as compared with 3.40 in. in 1921. Unfortunately, that is the only station in the Arkansas Valley above Pueblo, at which comparison may be made.

Assuming the accuracy of the judgment that 50 000 acre-ft. came from 300 sq. miles, an equally intense rainfall with an equally great percentage of run-off from 1 000 sq. miles would result in a flood of more than 166 000 acre-ft., not three times the volume of the recent flood. It is conceivable, however, that a rainfall of an intensity equal to that at Colorado Springs (elevation 6 000 ft., 9.2 in. in 10½ hours) could occur over all the drainage area in the Arkansas Valley above Pueblo and below Canon City, all of it below an elevation of 6 000 ft., and from 1 740 sq. miles, in place of 1 000 sq. miles, produce a flood

equal to or greater in relative volume than that yielded from 300 sq. miles on June 3d, which would approach a volume "three times that of the recent flood".

Under such conditions, with a total run-off of more than 300 000 acre-ft., it may be reasonable to expect a peak flow of 168 000 sec-ft. in the Arkansas River at Pueblo, and it may be essential to provide for that volume, since it is only 68% in excess of the recent flood, although that is the maximum discharge of record in a period of more than 30 years, following a precipitation which is also the maximum in the same period, with the single exception of the record at Canon City.

The results anticipated from the Fountain Creek drainage area, following on a similar study, are not equally convincing, however. The flood of June 3d in Fountain Creek, at Pueblo, showed a total volume of 50 000 acre-ft. and a peak flow of 50 000 sec-ft., both of which are, apparently, the maximum of which there is any record.

From the whole drainage area of 930 sq. miles, the total discharge of 50 000 acre-ft. is equivalent to an average run-off of practically 1 in. Approximately, one-half of that area is below an elevation of 6 000 ft., and the greatest rainfall occurred at Colorado Springs, practically at that elevation. Therefore, on the basis of the authors' tabulation of assumed percentage of run-off—55%—the volume of the flood would have been due to an average rainfall of 1.8 in. There are four rain-gauge stations within the Fountain Creek area, Lake Moraine, Monument, Colorado Springs, and Pueblo, and the rainfall at these stations, on the night of June 3d-4th, as nearly as it may be established from the reports, was:

Lake Moraine	3.68 in.
Monument	2.90 "
Colorado Springs	9.20 "
Pueblo	3.09 "
Average	4.72 in.

In order to produce a flood of 164 000 acre-ft., on the basis of a run-off of 55%, the average rainfall would have to be in excess of 6 in. Although such anticipated flood might be possible, it does not seem to be probable, in view of the facts that the recent flood in Fountain Creek at Pueblo was a maximum alike in total volume and peak flow, as was the rainfall at Colorado Springs and other stations, with the single exception of Lake Moraine. Such anticipation, at any rate, cannot very well be based on the related data in the recent experience.

As an incidental item in connection with these estimates or forecasts, it may be noted that, on the same basis, the area of approximately 183 sq. miles between the site of the suggested detention reservoir on Rock Creek and Pueblo, might produce a flood greater in peak flow than the capacity of the channel within the levees, which existed in Pueblo prior to June 3d, 1921.

It may be proper, and permissible, to bear testimony to the accuracy of some of the detailed statements made by the authors and by Mr. Hosea. At the

time of original construction in 1910, the capacity of the Schaeffer Reservoir, at the spillway level, was approximately, 3 190 acre-ft. Some silting had occurred in the basin, but reduction from that cause was offset by the storage above the spillway level which had occurred prior to the failure. For 12 hours or more preceding the failure on Sunday morning, June 5th, the discharge of Beaver Creek had ranged from 1 500 to 4 000 sec-ft., or more.

The writer passed through the Lower Arkansas Valley, below La Junta, on the morning of June 4th, finding the contributions to the river flow from tributary streams generally as presented. There was some flood flow in Timpas Creek, immediately west of La Junta, estimated at about 1 000 sec-ft., and that was probably all diverted before its junction with the Arkansas River.

In their consideration of "Reconstruction and Flood Control", the authors, very properly, have not attempted to do more than give a general outline of possible alternative and combined methods of improvement that would prevent similar damage in the future, and only in such general terms will comments thereon be submitted.

It would seem to be inevitable, and it certainly would be desirable, to combine any reconstruction work in the City of Pueblo with necessary plans for some improvement of the conditions along the Arkansas River below Pueblo, where very great damage was sustained by irrigation works. The interests of the city and the adjacent farming district are so interdependent that some plan incorporating improvement of mutual benefit should be devised, if at all possible. The authors indicate the necessity of some such co-operative plan, indeed, in the remark that

"* * * the enlargement of the channel through Pueblo in order to carry the peak flow of the river would not benefit property interests in the valley below; in fact, it might have the effect of slightly increasing the flood peaks in the lower river."

In view of this statement, and for other reasons readily apparent, the suggestion made by Mr. Hosea that the creation of a conservancy district, as the first step toward the rectification of existing damages and the prevention of a recurrence in the future, is probably the best course to be pursued in consideration of all the interests affected. It is also probable that some combined method of flood detention storage and channel enlargement will prove the only effective means.

The location of a storage reservoir or reservoirs of adequate capacity, would be confined, undoubtedly, to the channel of the streams. It is improbable that any site of sufficient capacity can be found at reasonable cost on tributary streams, while experience in the recent flood indicates without doubt that the great volume of the flood occurs outside of the front range, or foot-hills of the mountains. As pointed out by the authors, the only known available site, on the Arkansas River at Rock Creek Canyon, has distinct limitations, and these limitations are not entirely confined to the feature of the development of adequate capacity. Although the authors' studies show a requirement of 210 000 acre-ft. capacity, it may be concluded that 100 000 acre-ft. is the economic limit, and even that is curtailed by practical considerations which seriously affect its possible advantages.

Two important railroads, the Denver and Rio Grande and the Santa Fe, are located in what would become the basin of the reservoir. Their removal to other locations is inevitable, and may occasion considerable physical difficulty. It is not conceivable that the railroad companies would consent to leave the tracks where they are, although the authors suggest that in the remarks that "only the most unusual floods would submerge the railroads * * * by storing water in the reservoir" and "the effect of submergence in comparatively quiet water might cause less damage than the high velocities under present conditions". It may be definitely concluded that practical railroad managers would not consent to assume such chances.

It may be anticipated, also, that the residents in the lower sections of the City of Pueblo and the irrigation interests in the Lower Arkansas Valley will not readily accept a proposal to construct, by a high dam in the channel of the stream, a reservoir of large capacity in such location as would seem to imply a continuing menace to life and property. Such an attitude would merely be the reaction from recent experiences. When it was overcome another attitude, probably as important, would develop in the probable desire of the irrigation interests to utilize the reservoirs for irrigation purposes for "hold-over storage". The authors have touched briefly on this in their concluding remarks, in which it is stated that "it is evident that the supply for additional irrigation development is very limited". Thorough investigation of the stream flow of the Arkansas River and appropriations for storage supply would show, it may be surmised, that the available supply is now well nigh exhausted by "live rights" attached to projects of capacity, except under such abnormal conditions as those which prevailed on June 3d-4th. Any effort to develop "hold-over storage" in a flood-detention reservoir would probably further complicate the distribution of the stream flow among the present water consumers. Even though it may be true that the available flow is now exhausted by the claims of such prior appropriators, there is also the possibility that the water impounded in the detention reservoir, under the "hold-over storage" plea, might seriously lessen its capacity for its main purpose of flood detention.

The authors give no encouragement to the proposition that such a detention reservoir be used as storage for part of the domestic supply for the City of Pueblo, for the reason that the basin would soon fill with silt. To that perhaps could be added the inadvisability of depending on Arkansas River water, as a source of water supply, under all conditions, if in no other respect than that of purity.

The greatest reliance for future protection in Pueblo will undoubtedly be placed on channels of adequate capacity throughout the city. It would also be desirable to raise street and other grades as much as possible. The most superficial study of the street profile in relation to the top of the levees along the river and of the contours in the flooded district, is sufficient to indicate that, if life and property is to be reasonably free from undue hazard, in addition to ample channel capacity in the future, there is entailed a distinct elevation of street and property grades, with all that these changes will involve.

AMERICAN SOCIETY OF CIVIL ENGINEERS
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PAPERS AND DISCUSSIONS

RAINFALL AND RUN-OFF STUDIES
Discussion*

By Messrs. Dana M. Wood, C. F. Marvin, Rudolph Hering, and Olin H. Landreth.

Dana M. Wood,† M. Am. Soc. C. E. (by letter).‡—Engineers are still divided in their opinion regarding the advisability of publishing rainfall and run-off statistics for the calendar year or for some universally adopted climatic year. A committee of the Boston Society of Civil Engineers (the Run-Off Committee) sent out questionnaires to many engineers, asking their opinions on this question, and the replies were divided about equally. Many seemed to feel that particular studies in a specific locality might require the use of the climatic year, but opinion differed as to the best common climatic year to use, varying as it does in different parts of the country.

The advantage in adhering to the calendar year for rainfall and run-off statistics appears to be threefold: (1) because of the non-uniformity of the climatic year; (2) it is the method used by the U. S. Weather Bureau in publishing the mass of rainfall figures already available, and the difficulties in bringing about a change, including a revision of past publications, would seem to be insurmountable for the present at least; and (3) the business reports of most municipalities and companies are on a calendar-year basis, and these reports often contain statistics of the nature discussed. The argument may sound like that of "locking the barn door after the horse is stolen" but, nevertheless, it is real. It is difficult to change long-established practice, even to substitute improved methods.

In regard to run-off records, engineers seem to be very definitely committed to the climatic year beginning October 1st, by the adoption of this system by the Water Resources Branch of the U. S. Geological Survey. The chief argument in favor of its general adoption seems to be that it permits of the continuous uninterrupted investigation of winter-flow conditions in those localities subject to ice conditions, and of the office preparation of report

* This discussion (of the paper by C. E. Grunsky, M. Am. Soc. C. E., published in September, 1921, *Proceedings*, and presented at the meeting of October 5th, 1921), is printed in *Proceedings* in order that the views expressed may be brought before all members for further discussion.

† Boston, Mass.

‡ Received by the Secretary, October 5th, 1921.

data at times of the year when field work is not so necessary; even this is not strictly true for all localities. The argument that it permits the issuance of published reports six months earlier than would otherwise be possible, does not seem to have so much force in recent years.

Summing up, it appears to matter little to the individual engineer which system is used because, in the majority of cases, he is forced to make his own transpositions and calculations on the basis of what in his judgment is the best division of the year for the locality he is studying. As long as the diversity of opinion exists, every one cannot be entirely satisfied, and the only satisfactory solution would be to use different divisions of the year for different sections of the country, and this also has its objections.

Referring to the discussion of "Rainfall in the Climatic Year",* the question arises as to what is a normal rainfall. According to Weather Bureau data, the annual normal is the sum of the normals for all the months, and the normal for each month is the average for the period of record. Furthermore, normals are computed at stipulated intervals and are not always changed between times to obtain the correct figure to date.

Attention has been called to the value of the median.† In Mr. Grunsky's paper, the study of frequency might be made theoretically more correct by the use of the median, but it is admitted that the final conclusions would be practically the same in this case, because there is so little departure between the two for the records used. Fig. 5 indicates this; but it is often not the case in other localities.

At the risk of repeating Mr. Grunsky's arguments, emphasis should be laid on the fact that, regardless of any arbitrary division of the year, the precipitation in the few months previous to the new year has a marked effect on ground-water levels and, therefore, on run-off. In other words, any method of analysis depending on the determination of the ratio of run-off to rainfall in any one given month will lead to wrong conclusions. Such ratios are of value for seasonal variations, but the length and dates of the several seasons will vary from year to year.

A fairly reliable estimate of the probable average, minimum, and maximum annual rainfall can be made for a given water-shed by the methods given in Mr. Grunsky's paper. Other excellent papers indicate somewhat different methods for the same purpose.

In making estimates of the power available in a given water-shed, most engineers now desire both a hydrograph and a duration-of-flow curve, the latter including both the extreme maximum and minimum flows of record. If the annual run-off for the three typical years can be determined from rainfall statistics, the question of its relative distribution throughout the year is still to be determined.

So many different factors affect run-off that even with the same rainfall, in two different years, the run-off may be quite different both in quantity and distribution. The condition of the ground-water storage is an important factor, as well as those pointed out in the paper.

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* *Proceedings,* Am. Soc. C. E., September, 1921, p. 213.

† *Engineering News-Record,* Vol. 80, p. 628.

In order to determine the probabilities regarding run-off, some information which covers actual stream-flow measurements, even if for a short term of years, is imperative.

For a number of years the writer has intermittently been collecting and comparing run-off records compiled by a method similar to that used by Mr. Grunsky for rainfall records.

Duration curves of flow for the three types of years mentioned furnish a starting point. Discussing the average duration curve only in that which follows, the basis for comparison is always taken as the time scale, using it as percentage of total time for the period covered by the records and comparing flows for every 5% of the time. The flow is expressed as a percentage or ratio of the normal flow, the normal flow being taken as either the average or the median as may best suit the investigator's ideas on that subject.*

The value in using such a method lies in the comparisons afforded between what to the casual observer are entirely unlike streams. Records can be compared for widely different sizes of water-shed and for widely different annual run-offs; it is the relative distribution which is being studied.

TABLE 10.—COMPARISON OF MERRIMACK AND CONNECTICUT RIVER RECORDS.

Percentage of time.	RATIO OF FLOW FOR EACH GIVEN PERCENTAGE OF TIME TO AVERAGE.			
	October, 1880, to September, 1899.		October, 1900, to September, 1915.	
	Merrimack River at Lawrence, Mass. (4 570 sq. miles).	Connecticut River at Holyoke, Mass. (8 390 sq. miles).	Merrimack River at Lawrence, Mass. (4 452 sq. miles).	Connecticut River at Orford, N. H. (3 100 sq. miles).
100	0.005*	0.00*	0.008*	0.054
95	0.21	0.21	0.145	0.17
90	0.28	0.25	0.25	0.21
85	0.32	0.29	0.31	0.24
80	0.35	0.32	0.36	0.28
75	0.38	0.36	0.40	0.32
70	0.42	0.40	0.44	0.36
65	0.48	0.45	0.47	0.40
60	0.52	0.51	0.51	0.45
55	0.58	0.58	0.56	0.50
50	0.68	0.64	0.63	0.56
45	0.73	0.72	0.70	0.63
40	0.84	0.81	0.78	0.72
35	0.96	0.94	0.88	0.82
30	1.12	1.08	1.02	0.96
25	1.30	1.24	1.19	1.15
20	1.52	1.47	1.46	1.38
15	1.82	1.77	1.82	1.81
10	2.22	2.24	2.34	2.42
5	3.03	3.06	3.14	3.62
0	11.28	9.40	10.06	10.54
Average, cubic feet per second per square mile..	1.56	1.46	1.333	1.712

*Flow controlled by power plant.

This naturally brings out the possibilities of classing streams as to their drainage-basin type, with or without varying degrees of storage development, etc. Of course, there are many gradual gradations from one class to another.

* *Stone and Webster Journal*, February, 1917.

This is true, also, for the classifications given in Mr. Grunsky's paper, as it is necessary sometimes to adopt a value between those given.

In accordance with the writer's method, comparisons should be, as in rainfall studies, for the same period of years, but short-term records can be extended to long-term records just as readily as with rainfall records.

Studies along these lines have not been made to a sufficient extent to determine the full possibilities of the method and a classification system; but as an indication, Tables 10, 11, and 12 are given, covering several records analyzed in the foregoing manner. With such variations in actual stream-flow records in a restricted locality, as shown by these tables, the dangers of relying entirely on rainfall records are obvious.

TABLE 11.—PERCENTAGE OF TIME-DISTRIBUTION OF FLOW TABLE, MAINE STREAMS, 1913-20 (8 YEARS).

Percentage of time available.	RATIO OF INDIVIDUAL TO AVERAGE FLOW.							
	St. John River at Van Buren. av. 1.67. Drainage area = 8 270 sq. miles.	Machias River at Whitneyville. Av. 2.41. Drainage area = 465 sq. miles.	Union River, West Branch, at Amherst. Av. 2.18. Drainage area = 140 sq. miles.	Penobscot River at West Enfield. Av. 1.91. Drainage area = 6 600 sq. miles.	Piscataquis River near Foxcroft. Av. 2.65. Drainage area = 286 sq. miles.	Kennebec River at the Forks. Av. 1.78. Drainage area = 1 570 sq. miles.	Kennebec River at Waterville. Av. 1.86. Drainage area = 4 270 sq. miles.	Presumpscot River at Sebago Lake. Av. 1.50. Drainage area = 436 sq. miles.
100	0.06	0.009	0.04	0.12	†	0.08	0 013	†
95	0.13	0.18	0.10	0.32	0.06	0.31	0.25	0.31
90	0.16	0.23	0.14	0.37	0.09	0.39	0.34	0.40
85	0.19	0.28	0.19	0.40	0.12	0.45	0.40	0.53
80	0.22	0.31	0.22	0.42	0.14	0.52	0.44	0.69
75	0.26	0.35	0.27	0.45	0.19	0.58	0.47	0.81
70	0.31	0.39	0.32	0.47	0.23	0.64	0.50	0.86
65	0.36	0.45	0.38	0.51	0.28	0.69	0.52	0.92
60	0.41	0.51	0.46	0.54	0.33	0.75	0.54	0.96
55	0.46	0.57	0.54	0.58	0.41	0.82	0.56	0.99
50	0.52	0.63	0.62	0.63	0.50	0.88	0.58	1.02
45	0.59	0.70	0.72	0.70	0.58	0.93	0.62	1.04
40	0.67	0.79	0.84	0.77	0.68	0.99	0.67	1.06
35	0.76	0.94	0.97	0.88	0.77	1.06	0.77	1.09
30	0.91	1.23	1.11	1.00	0.85	1.13	0.92	1.13
25	1.10	1.32	1.33	1.15	1.03	1.20	1.14	1.18
20	1.39	1.56	1.58	1.39	1.37	1.27	1.44	1.21
15	1.85	1.85	1.93	1.77	1.86	1.38	1.81	1.24
10	2.68	2.32	2.44	2.24	2.62	1.56	2.32	1.28
5	4.03	2.98	3.33	3.15	3.84	2.24	3.22	1.36
0	8.76*	9.91*	6.65	7.04*	26.1	8.59	11.1	21.05

* Peak discharge.

† Controlled by plant above.

Table 12 does not furnish an absolute comparison between records because the time-period is variable. It does show how several types of streams vary in run-off distribution. Extreme cases are selected.

The lengths of the records are as follows:

Column (2), 1878-1915 = 38 years, average flow = 0.538 cu. ft. per sec. per sq. mile.

Column (3), 1912-1916 = 5 years, average flow = 1.724 cu. ft. per sec. per sq. mile.

Column (4), October, 1905-August, 1917 = 12 years, average flow = 1.63 cu. ft. per sec. per sq. mile.

Column (5), October, 1903-September 1920 = 17 years, average flow = 2.19 cu. ft. per sec. per sq. mile.

Column (6), October, 1912-September, 1920 = 8 years, average flow = 1.61 cu. ft. per sec. per sq. mile.

Column (7), October, 1904-September, 1920 = 16 years, average flow = 1.68 cu. ft. per sec. per sq. mile.

Column (8), October, 1880-September, 1920 = 40 years, average flow = 1.51 cu. ft. per sec. per sq. mile.

Column (9), October, 1905-September, 1920 = 15 years, average flow = 1.63 cu. ft. per sec. per sq. mile.

Column (10), October, 1887-September, 1920 = 33 years, average flow = 1.50 cu. ft. per sec. per sq. mile.

TABLE 12.—PERCENTAGE OF TIME-DISTRIBUTION OF FLOW TABLE, MISCELLANEOUS STREAMS, VARYING PERIODS.

Percentage of time available.	Ratio of Individual to Average Flow.								
	Mississippi River at at Keokuk, Iowa. Drainage area = 119 000 sq. miles.	Slippery Rock Creek at Wurtemburg, Pa. Drainage area = 400 sq. miles.	Kennebec River at Bingham, Me. Drainage area = 2 660 sq. miles.	Pemigewasset River at Plymouth, N. H. Drainage area = 615 sq. miles.	Housatonic River at Falls Village, Conn. Drainage area = 644 sq. miles	Connecticut River at Sunderland, Mass. Drainage area = 8 000 sq. miles.	Merrimack River a Lawrence, Mass. Drainage area = 4 452 sq. miles.	Androscoggin River at Errol Dam, Me. Drainage area = 1 095 sq. miles.	Presumpscot River at Sebago Lake, Me. Drainage area = 436 sq. miles.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
100	0.156	0.029	0.134	0.027	*	0.052*	*	0.045*	0.013*
95	0.28	0.042	0.25	0.16	0.135	0.17	0.19	0.44	0.24
90	0.32	0.063	0.30	0.19	0.18	0.21	0.27	0.52	0.41
85	0.36	0.088	0.35	0.22	0.22	0.25	0.32	0.58	0.53
80	0·40	0.11	0.40	0.25	0.28	0.29	0.36	0.63	0.65
75	0.44	0.15	0.44	0.27	0.33	0.32	0.39	0.67	0.77
70	0.49	0.19	0.48	0.30	0.37	0.36	0.42	0.72	0.82
65	0.54	0.26	0.52	0.33	0.41	0.41	0.45	0.77	0.86
60	0.61	0.33	0.56	0.365	0.47	0.46	0.51	0.81	0.93
55	0.67	0.42	0.62	0.40	0.55	0.52	0.57	0.86	0.98
50	0.75	0.48	0.67	0.45	0.62	0.58	0.63	0.90	1.02
45	0.83	0.53	0.73	0.52	0.74	0.67	0.71	0.94	1.04
40	0.94	0.64	0.78	0.61	0.84	0.77	0.80	0.98	1.08
35	1.05	0.75	0.86	0.72	0.97	0.89	0.92	1.02	1.12
30	1.18	0.90	0.97	0.88	1.13	1.05	1.13	1.06	1.16
25	1.35	1.08	1.10	1.09	1.29	1.27	1.25	1.10	1.21
20	1.55	1.64	1.33	1.44	1.50	1·54	1.49	1.16	1.26
15	1.78	1.76	1.67	1.90	1.88	1.90	1.79	1.25	1.34
10	2.05	2.31	2.22	2.52	2.40	2.44	2.22	1.46	1.43
5	2.49	3.52	3.10	3.91	3.07	3.28	3.00	2.22	1.55
0	4.9	25.8	8.7	13.9	8.5	8.0	11.9	7.0	21.0

* Controlled flow.

To study the monthly variations, it has been the writer's custom to prepare the duration-of-flow table so that duration-of-flow curves for each month can be also prepared. Obviously, the median for each month may be utilized in studying normal seasonal variations, and the duration curves indicate monthly extremes.

This general method can and has been used for obtaining a flow-duration curve where the run-off records are meager. Working from the rainfall to the estimated run-off for a given type of year, the distribution of this annual can be assumed in accordance with that in neighboring or similar basins for which there are reliable run-off records. If short-term records are available on the stream under investigation, the relative distribution for the period covered can be compared with that of other streams for the same period, and a neighboring record selected showing similar characteristics. From these data, an estimated curve for the longer period of years can be obtained, as described for the rainfall records.

Maximum and minimum probable daily run-off estimates can be made along the lines suggested, but such results should always be checked against determinations made by other methods and the most reasonable value adopted, unless reliable long-term flow records are available near-by.

The purpose of this discussion has been to offer additional suggestions which may prove helpful in what is at best a very difficult and uncertain problem. Changes in run-off régime, as in rainfall, are abrupt, and result from many factors operating some against, some with, each other. In the last analysis, only general tendencies or types of years can be predicted and, even after the most intensive study, departure from the expected will be encountered.

In conclusion, the writer feels that even with the relatively short-term run-off records available in the West, streams with long-term records can be found elsewhere, which will furnish a basis for extending the short-term record. Results obtained in this manner should furnish an excellent check on determinations made entirely from rainfall data.

C. F. Marvin, Esq.* (by letter).†—On behalf of the U. S. Weather Bureau, the writer may state that Mr. Grunsky's request for a change in the annual publication of meteorological data, in that the annual summaries should apply, throughout the whole country, to a climatic year and not to a calendar year, was received and considered in a sympathetic manner. Shortly after its receipt, letters requesting expressions of views on the subject-matter therein were sent to various persons and organizations. The response has not been as full and satisfactory as could be desired, and, therefore, a second inquiry and questionnaire is being distributed to recipients of the *Monthly Weather Review,* in the hope that discussion on this important proposition will be stimulated.

As Mr. Grunsky's request appears to have been based mostly on the needs of students of rainfall in California, it has been thought desirable to secure a wide expression of views, and, therefore, correspondence and discussion on the subject, on the part of engineers, are solicited by the Weather Bureau.

Rudolph Hering,‡ M. Am. Soc. C. E.—The question of rainfall and run-off studies has been before engineers for a great many years. About forty years ago, when the speaker had to face the problem for the first time seriously, it seemed almost hopeless to obtain what an engineer likes—exactness—some

* Chf., U. S. Weather Bureau, Washington, D. C.

† Received by the Secretary, October 4th, 1921.

‡ Montclair, N. J.

formula on which one could positively rely. About that time, the speaker was also confronted with the use of formulas for similar physical data as aids in the solution of problems, and it sometimes seemed hopeless to use formulas for any series of occurrences.

This remark was once made about some pile-driving experience to the editor of *Engineering News,* who requested something about that particular subject for publication, which information was subsequently furnished him. This was in regard to the Fairmount Bridge in Philadelphia, Pa. There was trouble about the piling, and the question arose as to whether or not the engineer could be sure that the pile was going to hold up the weight to be placed on it when driven with a certain weight of hammer and a certain distance of fall. The speaker began to collect all the formulas available in America, England, France, and Germany on the subject, with the thought of finding out what those various formulas really meant. A heavy and a light hammer, and a high and a low fall were assumed and the results were worked out. These results were published in *Engineering News* (1889), and the late Arthur M. Wellington, M. Am. Soc. C. E., one of the editors, deduced afterward from those formulas the one now known as the Wellington formula.

Gen. McAlpine deduced the formula known as McAlpine's formula from experiments made in the Brooklyn Navy Yard. He gave it to the world without any limitations, and it has been used by engineers. It will be seen from that article in *Engineering News,* assuming a possible case of pile-driving, that the more the pile was pounded the less it would carry; in other words, the result was negative.

Now, of what use is such a formula? In fact, many formulas are questionable. The speaker has suggested that every one offering a formula should do so as in calculus, when the two limits to the integral sign are given, meaning that this formula is applicable within those limits and is no good outside of them.

One reason why Kutter's formula interested the speaker was because it comprised all cases from a 1-in. pipe to the Mississippi River. All the gaugings used were between those two limits, and the formula works astonishingly well under all circumstances if the coefficient of roughness is judged correctly.

This shows that the use of a formula by a practical engineer is somewhat dangerous, unless he knows the data from which the formula has been derived. In that case, of course, engineers have no better guide than a formula, because it practically gives them a curve between known facts, and is safe to use; beyond that, it is not safe.

Another case was published about 1878.* There was a discussion on the same subject as that presented by Mr. Grunsky in his paper, and a formula for run-off was presented. It was shown in the discussion how easy it was to obtain absurd results; and the speaker presented another method of getting those results, namely, by plotting curves from actual gaugings under different conditions. It was felt that those limited curves which were established from known facts, would always be reliable, whereas a formula representing a curve of perhaps infinite length, might lead to great error. Data had been collected

* *Proceedings,* Engrs. Club of Philadelphia, Vol. 1 (1880), p. 146 *et seq.*

of the run-off for many streams in America, Europe, and India, where heavy rain storms and floods occur, giving the maximum flood discharges down to small areas, such as the municipal engineer finds in sewerage problems.

Engineers should feel grateful to Mr. Grunsky for having compiled so many data and made such a thorough study of a very important subject which in the collection of data has by no means as yet been exhausted. He has given sufficient information to permit an engineer to proceed with more confidence in the results than without it.

In the Philadelphia Water Department, from 1883 to 1886, some experiments were made with some reference to this subject. The streams were gauged with automatically registering gauges. Not only was the total rainfall measured, but there was also automatic continuous registration. After the speaker left that Department, 36 years ago, these observations were continued, and if the data were properly compiled, they would furnish an unusual amount of information of the run-offs from areas of different topography varying from 100 to 400 sq. miles, extending over a period of from 25 to 30 years. The areas differed in their physical character, some being hilly and some flat; some were much wooded, and others were open agricultural areas.

In order to be able to interpret intelligently these run-offs, with the permission of the Chief Engineer of the Department, the late William Ludlow, M. Am. Soc. C. E., a few acres of land—about half a dozen—with different physical characteristics were staked off. For instance, one was very steep and wooded, another steep but plowed agricultural land; then, again, there was a very flat area wooded and one that was open.

The rain was measured in a centrally placed gauge, and the run-off was measured by a water meter placed at the foot of the area, so that it made an interesting and valuable comparison. The results were never published, and the speaker does not know what became of them, but the original data must still be in the files of the Philadelphia Water Department.

Surveys were made of more than 400 sq. miles, and all the wooded and open areas, roads, and even every house in the area, were located, so that its physical character could be determined very closely. Topography over the whole area was taken with 10-ft. contour intervals. Therefore, data for a very interesting study of run-off may be found there recorded.

Olin H. Landreth,* M. Am. Soc. C. E.—The membership of the Society, and the Profession at large, are under great obligations to Mr. Grunsky for his repeated valuable contributions to the technical literature on hydrology, including this interesting and valuable undertaking to derive empirical rules relating to rainfall and run-off on the Pacific Slope.

In referring† to the fact that the ratio of run-off to rainfall is greater on high mountainous areas than at low altitudes, the author attributes the difference, not to "the character of the surface of the water-shed", but rather to the smaller loss from evaporation in high mountainous areas, due to the lower temperature, and, consequently, the greater proportion of rainfall remaining as run-off.

* New York City.

† *Proceedings*, Am. Soc. C. E., September, 1921, pp. 222–223.

The fact is not questioned that in high altitudes a greater ratio of run-off to rainfall prevails than in low altitudes, nor is it doubted that the smaller loss from evaporation in the higher altitudes constitutes the main, if not the only, cause of this difference; but, perhaps, it may be questioned whether the lower temperature in mountainous altitudes is the only cause for the reduced loss from evaporation.

In general, evaporation per unit of superficial area from the free surface of water, and at much lower rates from the surface of snow and ice, mainly depends on, and varies with, three elements: (1) the temperature of the evaporating surface or film; (2) the humidity and the degree of agitation of the air above the evaporation surface; and (3) the length of time of exposure to evaporation. If, instead of a free water surface, the evaporation is from the surface of soil supplied with moisture from ground-water, an additional factor also affects the evaporation rate, namely, (4) the rate at which water is drawn up to the ground surface by soil transpiration, which, in turn, depends on the minimum transpiration capacity of the soil for a unit of depth, and also on the depth of the ground-water below the surface of the soil.

At high mountainous altitudes not only are temperatures generally lower than on the lower plain areas, but the average time of exposure to evaporation is also less, because of the average steeper slopes and resulting higher velocities, both for the free running water and for the ground-water moving down the slopes by percolation.

The average time of exposure to evaporation should vary approximately inversely as the square root of the slope. Thus, with other controlling elements the same, but with comparative slopes of 2° and 8°, respectively, the latter should give average times of exposure to evaporation about one-half those of the former, and as evaporation varies directly with the time of exposure, the evaporation should be about one-half as much on the steeper as on the flatter slope. Also, the generally greater coarseness of soil grains on mountainous areas, as compared with flat areas, favors a more rapid rate of percolation of ground-water and, therefore, still further tends to shorter times of exposure and consequent smaller evaporation loss.

In addition, even with equal temperatures, the evaporation loss from the ground surface should be less on mountainous than on lower plain areas, due to the lesser capillarity and, therefore, lesser transpiration capacity of the coarser mountain soils, as compared with the finer grained soils of the lowlands.

From the foregoing, it would appear that the generally lower temperatures in mountainous areas should not be assumed to be the only cause of the observed lower evaporation losses, but rather that the differences in average slopes and in average soil fineness should be recognized as playing parts—and, perhaps, important parts—in causing the smaller evaporation losses in mountainous as compared with low-level areas.

If this is true, then the desirability should evidently be considered of modifying Equations (13) and (14), which are offered by the author as means of predicting the run-off in mountainous regions from that at low altitudes. These equations at present contain only one factor to account for the difference

in run-off, namely, f, the mean temperature throughout the water-shed in question during the "wet season" from December to May.

If, however, it should be decided not to modify the present form of Equations (13) and (14), then, notwithstanding the factor, f, is still retained and used in its defined meaning, the empirical co-efficient, C, when evaluated from a sufficiently wide range of observations on the rainfall, P, and on r and r', the run-off from the low-level and mountainous areas, respectively, will inevitably contain the effect of all the elements which really cause the observed difference in the ratio of run-off to rainfall in the high and low areas, respectively, even though no terms are introduced into the equations to represent such other elements than temperature.

MEMOIRS OF DECEASED MEMBERS

NOTE.—Memoirs will be reproduced in the volumes of *Transactions*. Any information which will amplify the records as here printed, or correct any errors, should be forwarded to the Secretary prior to the final publication.

ELIOT CHANNING CLARKE, M. Am. Soc. C. E.*

DIED MAY 4TH, 1921.

Eliot Channing Clarke, the son of the late Rev. James Freeman and Anna (Huidekoper) Clarke, was born on May 6th, 1845, at Boston, Mass. The first ten years of his life were spent in Boston and in Meadville, Pa., the home of his mother's family. In 1855, his family settled in Jamaica Plain, Mass., where he attended the public schools and was fitted for college at the Eliot High School. He was graduated from Harvard College in 1867, serving as Chief Marshal of his class.

Mr. Clarke then took special studies at the Massachusetts Institute of Technology, and in February, 1868, began civil engineering work on a bridge, then building, over the Mississippi River at Quincy, Ill. Among other works with which he was connected later were the bridge over the Mississippi River at Hannibal, Mo., the Decatur and East St. Louis Railroad, the Phœnix Iron Works, the Detroit River Tunnel, the Chicago Water-Works tunnels, and the Chicago sewerage system.

In July, 1876, he was appointed Engineer in Charge of the survey for a main drainage system for Boston, Mass. The project having been adopted, he began construction in 1877, and the system was completed and put in operation early in 1884. Later in that year, Mr. Clarke became Chief Engineer of the Massachusetts Drainage Commission which was appointed to design methods of preventing the pollution of the water in the Charles, Mystic, and Blackstone Rivers Basins. In 1886, he was appointed a member of a commission to devise a plan for preventing floods in the valley of Stony Brook.

In December, 1886, and until 1904, he managed mill properties at Lowell, Mass., having served at different times as Treasurer of the Lowell Bleachery and the Boott Cotton Mills. In 1904, he retired from active business and, thereafter, until his death on May 4th, 1921, he attended only to his private affairs, with an office and residence in Boston and a summer place in Tamworth, N. H.

Mr. Clarke was fond of country life, of riding, and of fine horses of which he owned many. He had served as a Governor of the Riding Club of Boston.

He was a Fellow of the American Academy of Arts and Sciences and its Treasurer for eleven years. He was also a member of the Massachusetts Natural History Society, the Massachusetts Horticultural Society, the Colonial Society, and the Corporation of the Massachusetts Institute of Technology. He had also served as a Trustee of the Massachusetts School for the Feeble-Minded, Trustee and Vice-President of the Provident Institution for Savings, and as a Director of the State Street Trust, and other companies.

* Memoir compiled by Arthur T. Safford, M. Am. Soc. C. E.

In 1885, Mr. Clarke was awarded the Norman Medal by the Society for his paper "Record of Tests of Cement Made for Boston Main Drainage Works, 1878-1884"*. He had also published an account of the Main Drainage Works of Boston, and had written many other technical papers and discussions. Of his little treatise on "Astronomy", 12 000 copies were sold.

In 1878, Mr. Clarke was married to Alice de Vermandois Schier, by whom he had five children, three of whom survive him, namely, Susan Lowell Clarke, James Freeman Clarke, and Mrs. Charles Eliot Ware, Jr.

Mr. Clarke was elected a Member of the American Society of Civil Engineers on September 4th, 1878, and served as Director of the Society in 1889. He had also served as a member of the Special Committee of the Society on a Uniform System for Tests of Cement.

FRANCIS COLLINGWOOD, M. Am. Soc. C. E.†

Died August 18th, 1911.

Francis Collingwood, the son of Francis and Elizabeth (Kline) Collingwood, was born in Elmira, N. Y., on January 10th, 1834. His father, a watchmaker and jeweler, was a native of Manton, Rutlandshire, England, and came to America about 1814. His mother was from Elmira, N. Y., her ancestors having come to the United States from Germany, and having been among the early settlers in this country. Her father served in the Revolutionary War.

After attending the Academy in Elmira, Mr. Collingwood entered Rensselaer Polytechnic Institute, at Troy, N. Y., and was graduated therefrom at the head of his class in 1855, with the degree of C. E. He then went to Wisconsin, where he was occupied in railroad engineering work, and, later, became City Engineer of Elmira, N. Y.

For about ten years ending in 1869, he was engaged in the sale of scientific instruments, but left that business to accept a position as Assistant Engineer on the East River Suspension Bridge, New York City, where he remained until July, 1883. His work in connection with this structure had to do more especially with the sinking of the caissons and the building of the towers, the anchorages, and the New York City approach, which was designed entirely by him. He was one of the first engineers to sink very large caissons, and those used in laying the foundations of the bridge towers were the largest ever constructed at that time. When this vast work was completed Mr. Collingwood was occupied in making extensive repairs to the Allegheny Suspension Bridge, at Pittsburgh, Pa., which had suffered from rusting of the cable wires at the anchorages.

Beginning in 1885, he became a regular contributor to the *Sanitary Engineer*, and, at the same time, he opened an office in New York City as Consulting and Expert Engineer. In this capacity Mr. Collingwood gave testimony in many cases of back-water, infringements of water rights, masonry failures, arches, etc., advised in cases of flood protection, was consulted in the

* *Transactions*, Am. Soc. C. E., Vol. XIV (1885), p. 141.

† Memoir compiled from information furnished by W. P. Mason, M. Am. Soc. C. E., and on file at the Headquarters of the Society.

case of the Johnstown Flood, was an Expert Examiner respecting frauds in the New Croton Aqueduct, and was employed as Consulting Engineer in important sewer work.

He wrote many papers concerning bridge work, particularly caisson, tower, and anchorage work, which have been published by the Society.* He also prepared a paper on the repairs to the Allegheny Suspension Bridge for the Institution of Civil Engineers for which he was awarded the Telford Medal and the Telford Premium.†

Mr. Collingwood died on August 18th, 1911. He was married on June 5th, 1860, to Eliza W. Bonnett, of New York City, the daughter of Daniel and Margaret Bonnett, who survived him.

He was a member of the American Institute of Mining Engineers, New York Academy of Science, Institution of Civil Engineers, American Geographical Society, Metropolitan Museum of Art, New York Microscopical Society, American Association for the Advancement of Science, and American Institute of Architects.

Mr. Collingwood was elected a Member of the American Society of Civil Engineers on March 3d, 1869. He served as a Director of the Society from 1873 to 1876, as Secretary from 1891 to 1894, and he instituted and endowed the Collingwood Prize for Juniors in 1894.

JOHN BAILLIE HENDERSON, M. Am. Soc. C. E.‡

Died February 15th, 1921.

John Baillie Henderson was born in London, England, in 1836. His father was a native of Ross-shire, and his mother of Ayrshire, Scotland. He was educated at Stanmore, Lanark, and Glasgow, and when a young man went to Australia where he began his professional career by work on railroads, roads, and bridges.

In April, 1878, Mr. Henderson went to Queensland and was appointed Resident Engineer on the completion of the Coliban System, then the largest water-works system in Victoria, the cost of which was more than £1 000 000 and from which the mining towns of Taradale, Castlemaine, Chewton, and Bendigo are supplied with water for domestic, manufacturing, and mining purposes. His duties in connection with this work included the revision of the System, which made new surveys and new designs necessary, and these were all executed under his direction. Previous to this work he had completed the Geelong System, the cost of which was £300 000.

In 1883, Mr. Henderson was appointed Government Hydraulic Engineer of Queensland, and he will always be remembered for his activities in connec-

* "A Few Facts About the Caissons of the East River Bridge", *Transactions*, Am. Soc. C. E., Vol. I (1872), p. 353; "Foundations for the Brooklyn Anchorage of the East River Bridge", *Transactions*, Am. Soc. C. E., Vol. III (1874), p. 142; Vol. IV (1878), p. 205; "Further Notes on the Caissons of the East River Bridge", *Transactions*, Am. Soc. C. E., Vol. II (1873), p. 119, etc.

† "On Repairing the Cables of the Allegheny Suspension Bridge at Pittsburgh, U. S. A.", *Minutes of Proceedings*, Inst. C. E., Vol. LXXVI (1883-84), p. 334.

‡ Memoir compiled from information supplied by E. J. T. Manchester, M. Am. Soc. C. E., and on file at the Headquarters of the Society.

tion with the development of the artesian bore system which made so great a difference in the value of the western lands. He was among the first engineers to give serious consideration to the power possibilities in these released underground waters, and he believed the supply was not inexhaustible. It was largely through his warnings of the danger of exhaustion that the Government assumed control of the sinking of bores. He was also interested in plans for irrigation and stream gauging which had been allotted to his Department.

Mr. Henderson retired from the position of Government Hydraulic Engineer of Queensland at the end of 1916, but, in spite of his eighty-five years, always took an active interest in public affairs.

He died at his home, Monkira, Hawthorne, Brisbane, Queensland, Australia, on February 15th, 1921, after an illness of a few days, and is survived by his wife, two sons, Hector and Ernest Henderson, and one daughter, Mrs. E. H. Pike.

Mr. Henderson was a member of the Institution of Civil Engineers, Institution of Mechanical Engineers, Society of Engineers, Association of Engineers and Shipbuilders of Scotland, Royal Geographical Society of Australasia, Royal Society of Victoria, Institution of Surveyors and Engineers, Victoria, and the Engineering Association of New South Wales.

Mr. Henderson was elected a Member of the American Society of Civil Engineers on June 4th, 1890.

WILLARD ATHERTON NICHOLS, M. Am. Soc. C. E.*

Died August 25th, 1921.

Willard Atherton Nichols, the son of Dr. George Henry and Sarah (Atherton) Nichols, was born at Standish, Me., on August 22d, 1844. His ancestors were distinguished Colonial and Revolutionary New Englanders. After preparatory work at the Boston Latin and English High Schools, he was graduated from Harvard University (Lawrence Scientific School) in 1865 as Civil Engineer, with the degree of B. S.

His first work was, for a short time, as Assistant Engineer of the Bureau of Sewers of the Croton Aqueduct Department of New York City. He left that position to build the Sullivan County and Erie Railroad in Pennsylvania. When that railroad was completed, Mr. Nichols went to Maine and, as Chief Engineer, took charge of the construction of the railroad then known as the European and North American Railroad, from Bangor, Me., into New Brunswick, which railroad has since been absorbed and consolidated in the Boston and Maine and other roads.

In June, 1876, he was offered and accepted the position of First Assistant Engineer in the Department of Docks of New York City. He fulfilled the duties of that position efficiently and with distinguished ability until his health failed, and, in 1890, the Department granted him a leave of absence in order that he might recover his health and resume his work.

* Memoir prepared by George S. Greene, Jr., and Charles H. Myers, Members, Am. Soc. C. E.

Mr. Nichols however did not return to this work, and having been advised or rather ordered to seek a milder climate, he went to Redlands, in Southern California, where he bought land and planted an orange grove which was successful. He also practiced his profession there, as his health and strength permitted, and gave much advice from his knowledge and experience to the people in the vicinity by whom he was very highly respected and very much liked.

Mr. Nichols was a strong and able man and a good citizen, and one of his noticeable qualities was the evenness of his temper under all circumstances.

He did not marry, and is survived by a twin sister, Mrs. Elizabeth K. Hills, of Marblehead, Mass., and two nephews, Henry Atherton Nichols, a banker of Cambridge, Mass., and John Gilman Nichols, a New England manufacturer.

Mr. Nichols was a member of the Society of Colonial Wars, of the Sons of the Revolution, and of the Massachusetts Society of Mayflower Descendants. He was a member of the Unitarian Church of Redlands, Cal., a Trustee of the Smiley Public Library, and a member of other local clubs.

Mr. Nichols was elected a Member of the American Society of Civil Engineers on May 7th, 1873.

WILLIAM JAMES DAVIS, Assoc. M. Am. Soc. C. E.*

Died September 2d, 1921.

William James Davis was born in Lachine, Que., Canada, on June 26th, 1884. He was the son of Thomas Davis, of Lachine, and Mary Sproul, of Maxville, Ont., Canada. He attended the public schools in Montreal West and the Montreal High School, and his technical education was obtained in a special class conducted in Montreal by W. Chase Thomson, M. Am. Soc. C. E., who is now a Consulting Engineer in that city.

In May, 1905, Mr. Davis began work as a Templet Maker for the Locomotive and Machine Company of Montreal, which Company had at that time just begun the fabrication of structural steelwork as an adjunct to its tank work. To him, a job was not something to be "held down", but an opportunity for work, and this optimistic energy, which was one of his characteristics, showed itself in the templet shop from the very first.

During the fall of 1907, he left the Locomotive Company to enter the Drawing Office of the Dominion Bridge Company's Head Office at Lachine. Before long, he proved his worth in this field also and was promoted to be a Checker. In this capacity, Mr. Davis had considerable experience in structural steelwork for railway and highway bridges, swing bridges, office buildings, mill buildings, conveyor trestles, wharf sheds, elevators, theatres, churches, and miscellaneous structures.

In 1913, the Dominion Bridge Company decided to open a Drawing Office at its new branch in Winnipeg, Man., and Mr. Davis was chosen to take charge of this new Drafting Department. Within two months he was made Construction Engineer of the Winnipeg Plant and acted as Assistant to the Western

* Memoir prepared by F. P. Shearwood, M. Am. Soc. C. E.

Manager, George E. Bell, Assoc. M. Am. Soc. C. E., whose headquarters were at Winnipeg. It was the formative period in the Company's business in that place and was a time of keen competition. Probably no one except those on the ground realized the tireless energy with which Mr. Davis threw himself into every detail of the Winnipeg Plant. The results proved the good judgment which had been shown in his appointment.

Directly following the entry of Great Britain into the World War, a period of reorganization took place, and, in 1915, Mr. Davis returned to the Head Office of the Dominion Bridge Company, at Lachine, as Assistant Works Manager, a position for which he was well suited by his experience in the shop, in the office, and on the Executive Staff at Winnipeg. In his new capacity he showed his ability to make things move, and his example was an incentive to those with whom he came in contact in the works.

During the summer of 1919, Mr. Davis left the Dominion Bridge Company to accept a position as Engineer with the Wayagamack Pulp and Paper Company, at Three Rivers, Que. In this capacity, he acted as Chief Draftsman, Plant Engineer, and Assistant to the President. Owing to a decrease in the paper business within the last few years, the Engineering Staff was reduced appreciably, but the Company knew Mr. Davis' worth and retained his services. He designed and carried out considerable extensions to the machine-room and other buildings for the Company, his work including the approval of contractors' drawings, the design of foundations, and the superintendence of the construction of new buildings and of repairs to existing conveyors and bridges.

In the latter part of August, 1921, he took a well earned holiday, with some companions, in the timber limits of the Wayagamack Company, on one of the tributaries of the St. Maurice River. On September 2d, he went out with a guide on a small body of water called Lake Cutaway, and, through a slight accident, the canoe was capsized. It is thought that although he was not a good swimmer, he could have saved his own life had he not been anxious to save that of the guide also. The guide survived, but Mr. Davis sank in 40 ft. of water. His body was recovered after two days, sent to Three Rivers, and, from there, to Montreal where the funeral took place. Besides his widow and two daughters, Mr. Davis is survived by his father and mother, three brothers, and a sister.

On September 6th, 1911, he was married to Miss Florence Nutter, of Montreal. The marriage proved a singularly happy one, and their home was known to many friends on account of the marked hospitality of the host and hostess.

To all his business acquaintances and friends, Mr. Davis was known as "Bill". He was a man among men, a good sport in the very best sense of the word, and he could and did look every one straight in the eye. He was active in almost every sport, but particularly so in curling and bowling. Already a challenge shield has been presented to the Three Rivers Bowling Club by the Bowling Club at Montreal West, to be known as the "Bill Davis Shield". It is only one evidence in many of his work for good clean sport. His life—thirty-seven years—seems short, but it cannot be called incomplete. His con-

sistent and intense record is an example not surpassed by long life and is a challenge to all.

As early as 1912, he became connected with the Canadian Society of Civil Engineers, now the Engineering Institute of Canada.

Mr. Davis was elected an Associate Member of the American Society of Civil Engineers on August 31st, 1915.

THOMAS GEORGE ELBURY, Assoc. M. Am. Soc. C. E.*

Died July 6th, 1921.

Thomas George Elbury, the son of Edward and Jane (Simmons) Elbury, was born at Bristol, England, on February 24th, 1862. His family for many generations had been engaged in the manufacture of pottery and clay products. During his boyhood, besides going to school at St. Lukes, Bedminster, Bristol, he was being educated to carry on the established business of his ancestors.

He showed little inclination for this work, however, and resolved to fit himself for a profession. At the age of fifteen he started out to earn his own living, and by working half the day, and going to school the other half, he laid the foundation for his future career.

After considering the opportunities offered young men in his native country, Mr. Elbury decided that a greater future awaited him in the United States; in accordance with this decision, he left England for the United States in August, 1883, and, two weeks after his arrival, he settled in Cleveland, Ohio. Working by day and going to school at night, he continued his studies and, in spite of many obstacles, he qualified for his chosen profession, Civil Engineering.

In 1885, Mr. Elbury moved to Kansas and was appointed Assistant Civil Engineer of Barber County. A few years later he was made Deputy Surveyor of Kingman County. In 1895, he was elected County Surveyor of Reno County, which position he held until 1905.

From 1902 to 1909, Mr. Elbury served as City Engineer of Hutchinson, Kans., where his work included the design of the Hutchinson Drainage Canal. In addition to other duties, he contracted and made preliminary surveys for the Northern Oklahoma Railway in 1902, and, in 1904, he was employed as Chief Engineer of the Gulf, Hutchinson, and Northwestern Railroad.

His last engineering work was the construction of the dam for the Columbia and Okanogan Rivers at Kennewick, Wash., and the dam at St. Maries, Idaho, after which he retired from active engineering work.

For two years before his death, Mr. Elbury was associated with his son, in the publication of a technical paper, the *Big-4-Railroad Record,* in San Francisco, Cal.

In April, 1920, he visited his old home in England. Shortly after his return to San Francisco, he became seriously ill with a malady that developed into pneumonia, of which he died on July 6th, 1921.

* Memoir compiled from information furnished by Edward John Elbury, Esq., and on file at the Headquarters of the Society.

On August 21st, 1889, Mr. Elbury was married to Alice A. McKinnis, of Nashville, Tenn., who, with a son, Edward John Elbury, survives him.

He was a man of excellent character and was held in high esteem by his many friends and associates.

Mr. Elbury was elected an Associate Member of the American Society of Civil Engineers on May 6th, 1908.

EDGAR MILLER GRAHAM, Assoc. M. Am. Soc. C. E.*

Died May 14th, 1921.

Edgar Miller Graham was born in Buffalo, N. Y., on June 26th, 1881. He was the son of M. W. Graham, of Franklin, Pa., and Helen R. (Hall) Graham, of Ashtabula, Ohio. He obtained his preliminary education in the public schools, High School, and at Underwood Institute, at Buffalo, with the intention of entering the Massachusetts Institute of Technology. Instead of entering a technical school, however, he immediately started to work. He acquired his technical education by studying standard textbooks, with the assistance of technically educated friends. He also completed the Railroad, Municipal, Hydraulic, and Electrical Engineering Courses of the International Correspondence Schools.

In 1900, Mr. Graham began his engineering career as Chainman for an engineering firm in Buffalo, N. Y. His rise was rapid, for during the same year he served successfully as Transitman, Draftsman, and Chief of Party on work for the firm. Most of this work was in connection with the staking out of the large buildings for the Pan-American Exposition and also field engineering in connection with the Dakota and Great Eastern Grain Elevators, which were among the largest in the United States, the latter being one of the first reinforced concrete elevators in Buffalo.

During part of 1901, Mr. Graham was engaged in the Engineering Department on the Eastern Division of the New York Central and Hudson River Railroad. Later in 1901, and until 1903, he was in the service of the Lackawanna Steel Company on the construction of its large plant at Buffalo. During this time, he served as an Assistant in the Estimate Division, as Chief of Party on laying out all kinds of work, and as Assistant Engineer to the Chief Engineer.

Later in 1903, he was in charge of the design and construction of several miles of paving and sewers at Clearfield, Pa., and, in 1904, he was employed by the Harbison, Walker Refractories Company, at Pittsburgh, Pa., in the Sales, Operating, and Mining Departments.

From 1905 to 1908, Mr. Graham was in the service of the Buffalo and Susquehanna Railway Company, first, as Draftsman, then Chief Draftsman, and Assistant Engineer in charge of the office of the Assistant Chief Engineer at Buffalo. In 1907, he was made Assistant Chief Engineer, in charge of the Buffalo Office and of all engineering and construction work on 90 miles of railway from Wellsville, to Buffalo, N. Y.

* Memoir prepared by Milton Leon, Assoc. M. Am. Soc. C. E.

From 1908 to 1910, Mr. Graham was engaged in private practice at Buffalo. In the latter year, he moved to Oklahoma, and from that time until his untimely death, he maintained an office in Muskogee, Okla., as a Consulting Engineer. During this period of eleven years, he was very active in engineering and construction work in Oklahoma and the adjoining States. He made a number of investigations and reports for proposed railroads, acted as Consulting Engineer for several towns, and made several valuations of railroad and public service properties.

As Chief Engineer, he had charge of all engineering work of the Muskogee Electric Traction Company for 11 years. In the same capacity, he located the Webbers Falls Railroad and built the first 10 miles, all that was ever built. Mr. Graham was Consulting Engineer and Director of the Cushing Traction Company. In the capacity of Chief Engineer of the Cushing Construction Company, he had full charge of the location and construction of the lines of steam railroad built in the Cushing, Okla., Oil Fields. For the past couple of years, he had been making a special study of highway construction and paving in connection with the "Willite" process of paving.

Mr. Graham met his death in an automobile accident near Muskogee, Okla., on May 14th, 1921. In turning aside to avoid a wagon, his machine plunged into a deep ditch, and he was killed instantly.

In 1907, he was married to Gertrude Thornton, the daughter of Mr. and Mrs. James Thornton, of Wellsville, N. Y., who, with his father, survives him.

Mr. Graham was a Thirty-second Degree Mason, a member of the Shrine, Benevolent Protective Order of Elks, Jovian League, Little Rock Engineers Club, and the American Association of Engineers. As President of the Local Chapter of the American Association of Engineers and as Vice-President of the Oklahoma Section of the Society, Mr. Graham was very active in all work for the betterment of engineering and advancement of the professional engineer.

He was held in highest esteem by his friends and associates, and was one of the best known engineers in the State.

Mr. Graham was elected an Associate Member of the American Society of Civil Engineers on October 5th, 1909.

CHARLES RAYMOND LARKIN, Assoc. M. Am. Soc. C. E.*

Died August 30th, 1921.

Charles Raymond Larkin was born in Philadelphia, Pa., on November 6th, 1891. He was educated in the public schools of that city and was graduated from the North East Manual Training School in 1910. He then entered Villa Nova College, from which he received the degree of B. S. in Civil Engineering in 1914, and the degree of Civil Engineer in 1919.

Mr. Larkin began his engineering work with the Union Paving Company, as Superintendent and Highway Engineer, and many sheet asphalt streets, in the City of Philadelphia and its vicinity, were laid under his direction.

* Memoir prepared by H. B. Floyd, Esq., Philadelphia, Pa.

In August, 1916, Mr. Larkin was appointed Assistant Engineer in the Bureau of Health, City of Philadelphia, under J. A. Vogelson, M. Am. Soc. C. E., Chief of the Bureau, and, in this capacity, all construction and alterations undertaken in the hospitals and other institutions under the Bureau were done under his supervision.

In 1918, he was given a leave of absence from the Bureau of Health and enlisted in the Army, attending the Training School at Camp Joseph Johnston, Jacksonville, Fla. He was commissioned as a Second Lieutenant in the Quartermaster Corps on December 6th, 1918, but was retired to the Officers' Reserve Corps and again resumed his duties with the Bureau of Health where he remained until his death on August 30th, 1921.

Mr. Larkin was married on November 17th, 1920, to Katharine E. Lochrey, at Jamaica, Long Island, N. Y., and is survived by his widow, his father, and a brother.

He was a man of sterling character and exceptional ability and showed an earnestness and zeal in everything which he undertook that inspired the confidence of his associates and gave promise of a brilliant career. He will always be remembered as one of those rare personalities whose bigness of heart and breadth of spirit endeared him to all.

Mr. Larkin was elected a Junior of the American Society of Civil Engineers on January 14th, 1918, and an Associate Member on June 1st, 1920. He was also a member of the Engineers Club of Philadelphia and the Henry H. Houston Post No. 3 of the American Legion.

PAPERS IN THIS NUMBER

"A REVIEW OF IMPORTANT DEVELOPMENTS IN THE SCIENCE OF CADASTRAL RESURVEYS, AS EXECUTED BY THE UNITED STATES GOVERNMENT, WITH ETHICAL DISCUSSION THEREON." HOWARD RICHARDS FARNSWORTH.

"THE FLOOD OF SEPTEMBER, 1921, AT SAN ANTONIO, TEXAS." C. TERRELL BARTLETT.

"BUCKLING OF ELASTIC STRUCTURES." H. M. WESTERGAARD.

CURRENT PAPERS AND DISCUSSIONS

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CONTENTS

NEW YORK 1921

American Society of Civil Engineers

OFFICERS FOR 1921

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ANSON MARSTON
CLARENCE W. HUDSON
CARLETON GREENE
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TO CODIFY PRESENT PRACTICE ON THE BEARING VALUE OF SOILS FOR FOUNDATIONS, ETC.: Robert A. Cummings, E. G. Haines, Allen Hazen, James C. Meem, Walter J. Douglas.

TO REPORT ON STRESSES IN RAILROAD TRACK: A. N. Talbot, A. S. Baldwin, G. H. Bremner, John Brunner, W. J. Burton, Charles S. Churchill, W. C. Cushing, W. M. Dawley, H. E. Hale, Robert W. Hunt, J. B. Jenkins, George W. Kittredge, Paul M. LaBach, C. G. E. Larsson, G. J. Ray, Albert F. Reichmann, H. R. Safford, Earl Stimson, F. E. Turneaure, J. E. Willoughby.

ON HIGHWAY ENGINEERING: H. Eltinge Breed, George W. Tillson, A. B. Fletcher, John M. Goodell.

ON BRIDGE DESIGN AND CONSTRUCTION: Henry B. Seaman, Howard C. Baird, C. W. Hudson, M. S. Ketchum, B. R. Leffler, A. F. Robinson, F. E. Turneaure, J. R. Worcester.

ON CONTRACT STANDARD CLAUSES: H. Eltinge Breed, J. H. Brillhart, J. S. Langthorn, Edward H. Lee, Hunter McDonald, George H. Pegram, Henry H. Quimby.

ON INDUSTRIAL EDUCATION: Herman Schneider, E. J. Mehren, Leonard S. Smith.

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day; during July and August, it is closed at 6 P. M.

HEADQUARTERS OF THE SOCIETY—33 WEST THIRTY-NINTH STREET, NEW YORK.

TELEPHONE NUMBER........................7100 Long Acre.
CABLE ADDRESS..........................."Ceas, New York."

Vol. XLVII. DECEMBER, 1921. No. 10.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PROCEEDINGS

This Society is not responsible for any statement made or opinion expressed in its publications.

SOCIETY AFFAIRS

CONTENTS

MINUTES OF MEETINGS

OF THE SOCIETY

November 16th, 1921.—The meeting was called to order at 2.15 P. M.; President George S. Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 118 members and guests.

The afternoon was devoted to an informal discussion of the subject, "Stream Pollution and Sewage Disposal". The discussion was opened by George T. Hammond, M. Am. Soc. C. E., who addressed the meeting on "Tanks and Fine Screens for Treating Sewage". Mr. Hammond was followed by Kenneth Allen, M. Am. Soc. C. E., who discussed the "Pollution of Tidal Harbors by Sewage", illustrating his remarks with lantern slides. John F. Skinner, M. Am. C. E., spoke on "Storm-Water Treatment", and W. L. Stevenson, M. Am. Soc. C. E., explained the "Policies of the Pennsylvania Department of Health". The subject discussed by Earle B. Phelps, Affiliate, Am. Soc. C. E., was "Stream Pollution and Its Control", and T. Chalkley Hatton, M. Am.

Soc. C. E., described the "Deposition of Sludges from Sewage Disposal Plants". A discussion on "The Dilution Factor", by Langdon Pearse, M. Am. Soc. C. E., was presented by Dr. F. W. Mohlman, and W. H. Dittoe, M. Am. Soc. C. E., spoke on "Prevention of Misuse of Sewers".

The addresses were followed by oral discussion of the general subject by Messrs. Harrison P. Eddy, Kenneth Allen, J. F. Jackson, Glenn D. Holmes, F. A. Dallyn, W. F. Wells, Rudolph Hering, Alexander Potter, Edward S. Rankin, C. M. Baker, P. H. Norcross, and S. John Scacciaferro.

Adjourned.

November 16th, 1921.—The regular business meeting of the Society was called to order at 8.10 P. M.; President George S. Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 95 members and guests.

The minutes of the meeting of October 5th, 1921, were approved as printed in the *Proceedings* for October, 1921.

The Acting Secretary announced the election of the following candidates on October 10th, 1921:

As Members

Francis De Schauensee, New York City
Alfred Fellheimer, New York City
Charles Thurston Fisher, Memphis, Tenn.
Lyman Griswold, Portland, Ore.
Francis Hathaway Hardy, Washington, D. C.
Raymond Dudley Hoyt, Portland, Ore.
Edward Neele Johnston, Wilmington, Del.
Henry Marvin Lilly, Beaufort, N. C.
Neil McIntyre Loney, New York City
Peter Alexander McLeod, Webster Groves, Mo.
Joseph Warren Parker, Boston, Mass.
Clair Leverett Peck, Los Angeles, Cal.
Walter Putnam, Pasadena, Cal.
Charles Germane Richardson, Providence, R. I.
Perry Thomas Simons, Washington, D. C.
Raphael Joseph Smyth, New York City
Isaac Joshua Stander, New York City

As Associate Members

Arthur Quintin Adamson, Shanghai, China
Carl Toevs Baer, Dallas, Tex.
Julian Norman Ball, Omaha, Nebr.
Edwin John Brockmeyer, East St. Louis, Ill.
George Robert Burtner, Greenville, Tex.
Henry Bowers Campbell, Norfolk, Va.
Joseph Phillip Carey, Marks, Miss.
Neil McComas Cecil, Modesto, Cal.
Holton Cook, Dixon, Ky.

William Howard Corddry, Memphis, Tenn.
Theodore Cronyn, Plandome, N. Y.
Philip Jacob Endlich, Detroit, Mich.
Augustus Bernard Fleck, Woodhaven, N. Y.
William Edward Gabelman, Manila, Philippine Islands
Adrian John Gilardi, Cambridge, Mass.
James Raymond Green, Pittsburgh, Pa.
George Edwin Howe, Jamaica, N. Y.
Fred Kellam, Indianapolis, Ind.
Thomas Leon Spoore Landers, Edmundston, N. B., Canada
Morris Wooten Loving, Chicago, Ill.
Thomas Brandon Munroe, Cedartown, Ga.
Carrol Clifford Nicholls, University Place, Nebr.
Charles Robert Porter, Middlesbrough, England
Case Broderick Rafter, Washington, D. C.
Cody Sylvester Reagan, Dallas, Tex.
Fred White Sarvis, Harlan, Iowa
Sheldon Beardsley Shepard, Duluth, Minn.
Paul Revere Shields, Hazard, Ky.
Harry Augustus Shuptrine, Detroit, Mich
Carl Waldemar Smedberg, St. Paul, N. C.
Ralph Jerome Smith, Rochester, N. Y.
George Henry Van Cott, Glen Head, N. Y.
Oliver William Van Petten, Ashland, Ky.
Adolph Gottig Weber, Berkeley, Cal.

As Juniors

Cornelius Alfred Boyle, New York City
Rex Lenoi Brown, Urbana, Ill.
Linden Van Horn Fisher, Roanoke, Va.
Samuel Robert Goldman, Nebo, N. C.
Walter Edmund Grasheim, New York City
Reinhold Bernhard Hansen, San Francisco, Cal.
Llewellyn Gilmore Haskell, Berkeley, Cal.
John Blackstock Hawley, Jr., Fort Worth, Tex.
Fred Hendershot, Chicago, Ill.
William John McGrath, New York City
Thomas Meloy, New York City
William Francis Rooney, New York City
Kenneth Ward Ross, New York City
Salvator John Scacciaferro, Clifton, N. J.
Keith Henry Swanholm, Boise, Idaho
Charles Oscar Thomas, Benton, Ark.
Guy Bennett Waite, Jr., New York City
Fayette Samuel Warner, Sunderland, Mass.
Lyman Dwight Wilbur, San Francisco, Cal.
Choong Wai Woo, Shanghai, China

The Acting Secretary announced the transfer of the following candidates on October 11th, 1921:

FROM ASSOCIATE MEMBER TO MEMBER

PORTER HUGH ALBRIGHT, Los Angeles, Cal.
HARLAND BARTHOLOMEW, St. Louis, Mo.
WILLIAM WALTER BIGELOW, Boston, Mass.
WILLIAM DOLLISON FAUCETTE, Norfolk, Va.
ARTHUR JENKINS FORD, Phœnix, Ariz.
PAUL CHARLES GAUGER, St. Paul, Minn.
RICHARD AMBROSE HART, Salt Lake City, Utah
EARLE UNDERWOOD HENRY, Houston, Tex.
ROBERT LESLIE HOLMES, Dallas, Tex.
IVAN EDGAR HOUK, Dayton, Ohio
FRANK ALVAH KITTREDGE, Missoula, Mont.
CHARLES ABRAHAM LASS, Birmingham, Ala.
STANLEY MACOMBER, Massillon, Ohio
ROY EVERETT MILLER, Seattle, Wash.
OLAF OTTO, Savannah, Ga.
GUY PINNER, New York City
WILLIAM EDWARD RUDOLPH, Fort Madison, Iowa
JAMES FREDERICK SCRIMSHAW, Arlington, N. J.
CHARLES WILLETT SPOONER, Grand Rapids, Mich.
CLARENCE MCNAUGHTON STEEVES, Edmundston, N. B., Canada
HANS VON UNWERTH, Kansas City, Mo.

FROM JUNIOR TO ASSOCIATE MEMBER

FRANKLIN HARPER CRADDOCK, Centralia, Wash.
CHARLES WILLIAM DOERR, Emsworth, Pa.
RAGSDALE PACE, Fort Worth, Tex.
WALTER RAYMOND WEBER, Denver, Colo.

The Acting Secretary announced the following deaths:

HIRAM FRANCIS MILLS, of Hingham, Mass., elected Honorary Member, November 30th, 1909; died October 4th, 1921.

WILLIAM EDGAR BAKER, of New York City, elected Member, June 1st, 1898; died November 7th, 1921.

JAMES SIMPSON BROWNE, of New Haven, Conn., elected Associate Member, October 4th, 1893; Member, July 1st, 1909; died October 22d, 1921.

FREDERICK WILLIAM CAPPELEN, of Minneapolis, Minn., elected Member, April 3d, 1895; died October 16th, 1921.

SAMUEL MERRILL GRAY, of Providence, R. I., elected Member, May 15th, 1872; died November 6th, 1921.

PETER CONOVER HAINS, of Washington, D. C., elected Member, April 2d, 1890; died November 7th, 1921.

HOWARD CARLETON HOLMES, of San Francisco, Cal., elected Member, November 4th, 1903; died October 30th, 1921.

Sir JOHN KENNEDY, of Montreal, Que., Canada, elected Member, September 1st, 1875; died October 25th, 1921.

PHILO SACKETT PERKINS, of Providence, R. I., elected Junior, March 5th, 1890; Associate Member, April 3d, 1895; Member, July 11th, 1921; died October 28th, 1921.

CHARLES WARD RAYMOND, of Sacramento, Cal., elected Junior, November 7th, 1877; Member April 7th, 1886; died October 27th, 1921.

GEORGE DUNCAN SNYDER, of Jersey Shore, Pa., elected Associate Member, November 6th, 1895; Member, September 4th, 1901; died October 21st, 1921.

GEORGE HERBERT WEBB, of Detroit, Mich., elected Member, February 1st, 1893; died November 3d, 1921.

DUDLEY CHIPLEY, of Columbus, Ga., elected Associate Member, September 11th, 1917; died August 20th, 1921.

SAMUEL ALEXANDER FORTER, of Springdale, Pa., elected Associate Member, October 1st, 1912; died August 3d, 1921.

GISLI GUDMUNDSSON, of Pittsburgh, Pa., elected Associate Member, January 3d, 1900; died July 19th, 1921.

HENRY HARVIE, of Toronto, Ont., Canada, elected Associate Member, May 12th, 1919; died October 14th, 1921.

RALPH EWART ROBSON, of Berkeley, Cal., elected Junior, October 3d, 1911; Associate Member, June 3d, 1915; died October 14th, 1921.

ANDREW FRANCIS ROSS, of Los Angeles, Cal., elected Associate Member, June 11th, 1917; died May 8th, 1921.

HUGO JULIUS SCHEUERMANN, of Albany, N. Y., elected Associate Member, December 7th, 1904; died July 20th, 1921.

A paper by L. L. Tribus, M. Am. Soc. C. E., entitled "Odors and Their Travel Habits", was presented by the author. Various phases of the subject were discussed, among which were the following: "Physiology and Government Control of Odors", by George C. Whipple, M. Am. Soc. C. E.; "Observations of Odors in Rhode Island", by Stephen DeM. Gage, Chemist and Sanitary Engineer, State Board of Health of Rhode Island; "Elimination of Odors Produced by Garbage Disposal Plants", by I. S. Osborn, M. Am. Soc. C. E.; "Some General Observations", by Rudolph Hering, M. Am. Soc. C. E., which was read by the Acting Secretary; "Some Interstate Odors", by Olin H. Landreth, M. Am. Soc. C. E.; and "My Studies of Odors", by Robert S. Weston, M. Am. Soc. C. E. The general subject was discussed orally by Messrs. F. A. Dallyn and Alexander Potter.

Adjourned.

November 17th, 1921.—The meeting was called to order at 8.00 P. M.; Vice-President Francis Lee Stuart in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 128 members and guests.

A symposium on "Water Supply and Water Purification", was opened by George C. Whipple, M. Am. Soc. C. E., whose subject was "History of Water Purification". Professor Whipple was followed by Allen Hazen, M. Am. Soc. C. E., on "Recent Developments in Water Purification"; C. A. Emerson, Jr.,

M. Am. Soc. C. E., on "Interference with Water Filtration Plant Operation by Wastes from By-Product Coke Ovens and Gas-Works": C.-E. A. Winslow, Professor of Public Health, Yale University, on "Reduction in Typhoid Death Rate"; C. A. Holmquist, Director of the Division of Sanitation, New York Department of Health, on "The Effect of Water Purification and Improvements in Water Supplies on the Typhoid Death Rate in New York State"; Robert S. Weston, M. Am. Soc. C. E., on "Purification of Soft, Colored Waters"; and Samuel A. Greeley, M. Am. Soc. C. E., on "The Operation of Reservoirs for Water Supply". The general subject was discussed orally by Messrs. L. L. Tribus, P. H. Norcross, G. F. Catlett, John R. Baylis, H. Malcolm Pirnie, C. M. Baker, M. N. Baker, H. N. Bundesen, Robert Spurr Weston, and George W. Simons, Jr.

Adjourned.

December 7th, 1921.—The meeting was called to order at 9.15 A. M., at the Headquarters of the Society; President George S. Webster in the chair; and present, also, 102 members and guests.

The meeting was devoted to a discussion of Chapter IX, "Water-Proofing and Protective Treatment", and Chapter X, "Surface Finish", of the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete.

Adjourned at 12.20 P. M., to meet at 2 P. M.

December 7th, 1921.—The meeting was called to order at 2. P. M.; Director Richard L. Humphrey in the chair; and present, also, 90 members and guests.

The topics for discussion at this meeting, in continuation of the discussion of the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete, were Chapters VI, "Depositing Concrete"; Chapter VII, "Forms"; and Chapter VIII, "Details of Construction", of the Report. These subjects were discussed in detail by those present.

Adjourned at 4.15 P. M., to meet at 8 P. M.

December 7th, 1921.—The regular business meeting of the Society was called to order at 8 P. M.; Director Richard L. Humphrey in the chair; Elbert M. Chandler, Acting Secretary; and present, also, 133 members and guests.

The Acting Secretary announced the election of the following candidates on November 21st, 1921:

As Members

Mikishi Abe, Urbana, Ill.
Richard Allison Backus, South Orange, N. J.
Frederick Kellogg Blue, San Francisco, Cal.
Robert Brown, Dallas, Tex.
Howard Everett Cousins, Arlington, Mass.
Frederick Loud Cranford, Brooklyn, N. Y.
Allston Dana, Manchester, Mass.
Melvin Lorenius Enger, Urbana, Ill.
James Harris Pliny Fisk, Walsenburg, Colo.

Gunni Jeppesen, Chicago, Ill.
James Aloysius McElroy, Bridgeport, Conn.
Frank Duff McEnteer, Clarksburg, W. Va.
William Kurtz Myers, Philadelphia, Pa.
Isaac Oesterblom, New York City
Fred Howland Peckham, Oklahoma, Okla.
Charles Henry Schaefer, Philadelphia, Pa.
Francis Raymond Izlar Sweeny, Anderson, S. C.
John Small Thompson, Detroit, Mich.
Charles Francis Wood, Rancagua, Chili

As Associate Members

Thomas Patton Adams, Fort Worth, Tex.
Wilson Turner Ballard, Baltimore, Md.
Max Arnold Berns, Chicago, Ill.
Harold Warren Burge, Cleveland, Ohio
Harold Thomas Burgess, Meriden, Conn.
Hunter Hancock Burton, Manassas, Va.
Max Lawrence Button, Medford, Mass.
Arthur Adam Augustine Carman, New York City
James Henderson Childs, Pasadena, Cal.
Miles Elliott Clark, Olympia, Wash.
Robert Waite Davis, Slidell, La.
Thomas Marsh Davis, Portland, Ore.
Leon Snell Dixon, Bangor, Me.
Leroy Burrows Fugitt, Kansas City, Mo.
John Alexander Fulkman, Lorain, Ohio
Frederick Louis Hargett, Mineral Springs, Ark.
Harvey Dixon Herbert, Carlisle, Pa.
Melvin Emerson Hiet, Nowata, Okla.
William Henry Hoff, North Arlington, N. J.
Dudley Frank Holtman, Washington, D. C.
Elmer Guy Hooper, New York City
Clarence James Huguet, Baton Rouge, La.
Robert George Jackson, Watertown, Mass.
Algot Ferdinand Johnson, Minneapolis, Minn.
Schuyler Sheldon Albert Keast, Philadelphia, Pa.
James Michael Kelly, Philadelphia, Pa.
Harry Robert Knight, Palatka, Fla.
Kenneth Earl Lancet, Indianapolis, Ind.
Herrick Johnson Lane, New Orleans, La.
Fred Justin Lewis, South Bethlehem, Pa.
Wallace Bright Livesay, Port Neches, Tex.
James Robert Losee, Detroit, Mich.
Charles William Lovell, Louisville, Ky.
Harry Maxwell Lukens, Los Angeles, Cal.
Bernard Reeves McBride, Columbus, Ind.

Joseph Muth McCoy, San Francisco, Cal.
Murray Holman Mellish, New York City
William Henry Mohr, Allentown, Pa.
Earle Bristol Moss, Niagara Falls, N. Y.
William Clayton Newell, Casper, Wyo.
Charles Harold Olmstead, Nashville, Tenn.
Edwin Herbert Pagenhart, Seattle, Wash.
Glenn Stuart Paxson, Prineville, Ore.
Willard Averell Pollard, Jr., Washington, D. C.
Henry Cyrus Porter, Kingsville, Tex.
Lawrence Elmer Raymond, High Point, N. C.
Peter Remsen, Washington, D. C.
Emory Douglas Roberts, Corvallis, Ore.
William Evans Rodgers, Louisville, Ky.
Otto Charles Rollman, Green Bay, Wis.
Cerf Rosenthal, San Francisco, Cal.
Frank Adam Schilling, Los Angeles, Cal.
Frederick Sievers Schwinn, Houston, Tex.
Ray Otto Shriver, Newton, Kans.
Gordon Pitman Smith, Redwood Falls, Minn.
Joseph Francis Still, St. Petersburg, Fla.
Ralph Penny Thompson, Coeburn, Va.
Edward Newton Todd, Oklahoma, Okla.
Fullton Espey Varner, Atlanta, Ga.
Chauncey J. Wiegner, Memphis, Mo.

As Affiliates

Ernest Lester Jones, Washington, D. C.
Edwin Ruthven Willard, Berkeley, Cal.
Vern Elwood Winell, Cleveland, Ohio

As Juniors

Paul Bauman, Phœnix, Ariz.
William Breuer, Philadelphia, Pa.
Harry Buttorff Dyer, Nashville, Tenn.
Edmund Madison Eastman, Atlanta, Ga.
Frank William Flittner, San Francisco, Cal.
Sydney Wood Garrison, Raleigh, N. C.
Earl Douglas Gornto, Norfolk, Va.
Ray Freeman Goudey, Los Angeles, Cal.
Barclay Adams Greene, Kansas City, Mo.
James Clarke Harding, Jr., Mt. Vernon, N. Y.
Louis Korn, Los Angeles, Cal.
Abraham Levin, New York City
Elbert Francis Lewis, Seattle, Wash.
Harry McGraw, Wellsburgh, W. Va.
Percy Ralph Robinson, Rochdale, England.

Carlton Jernegan Spear, New York City
Harold Beekman Storms, Mount Vernon, N. Y.
Charles Le Patourel Terry, Sydney, N. S. W., Australia
Robert Vawter, Logan, W. Va.
John Crossley Waddington, Sheffield, England
Oscar Widstrand, North Troy, N. Y.

The Acting Secretary announced the transfer of the following candidates on November 21st, 1921:

Transferred from Associate Member to Member

Edwin Learned Adams, Los Angeles, Cal.
Francis Neal Baldwin, Dallas, Tex.
Frederick Bayard Barshell, New York City
William Parker Butler, Nashville, Tenn.
Ray Sheppard Carberry, Imperial, Cal.
James Duncan Fowler, Dallas, Tex.
Charles Kirby Fox, Los Angeles, Cal.
Harry Otto Garman, Indianapolis, Ind.
Eugene Lucius Grunsky, San Francisco, Cal.
Charles Sumner Heidel, Helena, Mont.
Norman Haden Hill, Indianapolis, Ind.
Harry Griffith Hunter, Kansas City, Mo.
Oscar Henry Koch, Dallas, Tex.
Philip George Lang, Jr., Baltimore, Md.
Omar Evert Malsbury, Balboa Heights, Canal Zone, Panama
Ernest Lindley Myers, Dallas, Tex.
James Lafayette Parker, Columbia, S. C.
James Henry Payne, Los Angeles, Cal.
Leon Friend Peck, Hartford, Conn.
George Henry Preston, Bloomfield, N. J.
Guy Wickliffe Rice, Blythe, Cal.
Horatio Seymour, Santa Monica, Cal.
Lawrence Vinnedge Sheridan, Dallas, Tex.
Elwin Streeter Warner, Austin, Tex.
Maurice Anderson Webster, Philadelphia, Pa.
Jacob Paul Jones Williams, Flushing, N. Y.
Edwin Carlton Woodward, Fort Worth, Tex.
Stell Kay Young, Kenton, Ohio.

Transferred from Junior to Associate Member

Frank Palmer Arnold, Charleston, W. Va.
Harry Lewis Bayer, Luzerne, N. Y.
Floyd Carson Bedell, Pearl Harbor, Hawaii
Clyde Stanley Constant, Parsons, Kans.
James Perkins Ewin, New Orleans, La.
Howard Leslie Foster, Detroit, Mich.

James Bruce O'Brien, Harrisburg, Pa.
Emil Praeger, Brooklyn, N. Y.
Elbert Saunders Tillotson, New York City
Bernon Tisdale Woodle, New York City

The Acting Secretary announced the following deaths:

Sir Douglas Fox, of London, England, elected Corresponding Member, June 7th, 1871; Honorary Member, March 5th, 1901; died November 13th, 1921.

John Bealle Battle, of Mobile, Ala., elected Member, October 9th, 1917; died November 6th, 1921.

John Charles Quintus, of Buffalo, N. Y., elected Member, January 2d, 1889; died November 27th, 1921.

Thomas Delano Whistler, of London, England, elected Junior, March 5th, 1884; Member, May 2d, 1888; date of death unknown.

Richard Tuggle Goodwyn, Jr., of Athens, Ga., elected Associate Member, September 12th, 1921; died November 8th, 1921.

Charles Whiting Bradley, of Richmond, Va., elected Affiliate, June 19th, 1891; died January 14th, 1920.

James Francis Wrenn, of Norfolk, Va., elected Affiliate, September 6th, 1905; died November 2d, 1921.

George Lord Burrows, of Saginaw, Mich., elected Affiliate, February 3d, 1886; died November 9th, 1921.

The evening was devoted to a discussion of Chapter XI, "Design", of the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete, which subject was discussed by many of the members and guests present at the meeting.

Adjourned at 10.30 p. m., to meet at 9 a. m., on December 8th, 1921.

December 8th, 1921.—The meeting was called to order at 9 a. m.; Director Richard L. Humphrey in the chair; and present, also, about 110 members and guests.

The subject for discussion at this meeting was a continuation of the discussion of Chapter VIII, "Details of Construction", and Chapter XI, "Design", of the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete. The discussion was informal, in which many members and guests present took part.

Adjourned at 12.15 p. m., to meet at 2 p. m.

December 8th, 1921.—The meeting was called to order at 2 p. m.; Director Richard L. Humphrey in the chair; and present, also, about 90 members and guests.

The meeting was devoted to a general discussion of the Tentative Specifications for Concrete and Reinforced Concrete as contained in the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete, and of the scope of the work of the Joint Committee.

Adjourned at 5 p. m., to meet at 8 p. m.

December 8th, 1921.—The meeting was called to order at 8 P. M.; Director Richard L. Humphrey in the chair; and present, also, about 135 members and guests.

The subjects discussed at this meeting were Chapter III, "Quality of Concrete"; Chapter IV, "Materials"; and Chapter V, "Proportioning and Mixing Concrete", of the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete. These subjects were generally discussed by those present.

Adjourned.

OF THE BOARD OF DIRECTION

(Abstract)

November 21st, 1921.—The Board convened in regular meeting at 10.15 A. M., at the Headquarters of the Society; President George S. Webster in the chair; Elbert M. Chandler, Acting Secretary; and present, also, Messrs. Clark (came in at 11.00 A. M.), Cummings (came in at 10.55 A. M.), Curtis, Greene, Herschel, Hogan, Hovey, Hudson (came in at 12.00 M.), Humphrey, Hunt, Langthorn (came in at 11.35 A. M.), Pegram (came in at 11.05 A. M.), and Stuart (came in at 10.45 A. M.).

Ballots for membership were canvassed, resulting in the election of 19 Members, 60 Associate Members, 3 Affiliates, and 21 Juniors, and the transfer of 10 Juniors to the grade of Associate Member.

Twenty-eight Associate Members were transferred to the grade of Member.

A report from the Membership Committee was received and acted on.

Adjourned.

PROPOSED AMENDMENTS TO THE CONSTITUTION

Two sets of amendments to the recently Revised Constitution have been mailed to the membership. They will be in order for discussion at the Business Meeting to be held during the Annual Meeting in New York City, January 18th, 1922.

The first group reproduced herewith has been deemed necessary for the clarification of doubtful features pertaining to the Revised Constitution, by the Executive Committee of the Board of Direction, charged with the duty of acting "in all matters involving the operation of the Revised Constitution"; by members of the Board of Direction; and by members of the retired Committee on Referred Amendments; as appears from the signatures to it appended.

The second group reprinted herein, was presented by thirty or more Corporate Members of the Society, under the provisions of Article X, Section 3, of the Revised Constitution.

GROUP I

Amend Article II.—Membership:

Add Section below, and renumber present Section 9 Section 10:

"9.—The membership status of members of the Society in any grade, as it was immediately prior to November fifth, 1921, shall not be affected by amendments to the Constitution taking effect on that date, except that the Associates at that time shall thereafter be termed Affiliates."

Amend Article IV.—Dues:

Amend Section 3 by inserting after the first paragraph the following:

"Members residing outside of North America shall pay annual dues as follows: by Corporate Members, twenty dollars; Affiliates, fifteen dollars; Juniors, ten dollars."

Amend Article VII.—Nomination and Election of Officers:

Amend Section 4, by inserting in 15th line before the words "No vote", "In the first and second canvasses for Official Nominees", making the sentence read:

"In the first and second canvasses for Official Nominees no vote of a Corporate Member for a nominee for Vice-President resident outside of the zone in which the voter resides shall be counted; no vote of a Corporate Member for a nominee for Director resident outside of the district in which the voter resides shall be counted."

These amendments were signed by George S. Webster, A. M. Hunt, O. E. Hovey, Francis Lee Stuart, Clemens Herschel, Richard L. Humphrey, George H. Pegram, Robert A. Cummings, John P. Hogan, John C. Hoyt, J. S. Langthorn, C. C. Elwell, John W. Alvord, Willard Beahan, Baxter L. Brown, Clarence C. Brown, C. W. Hudson, P. Junkersfeld, Anson Marston, Paul H. Norcross, W. E. Rolfe, William Stoecker, Edward E. Wall, A. P. Davis, George Hallett Clark, Carleton Greene, A. S. Baldwin, J. F. Coleman, D. C. Henny, L. L. Hidinger, E. J. Schneider, A. N. Talbot, and George G. Anderson.

GROUP II

Amend Article VII.—Nomination and Election of Officers:

Amend Section 1, by striking out of the first paragraph the sentence:

"Members not residing in North America shall be allocated to District No. 1."

Amend Section 4, by striking out the first paragraph and substituting the following:

"Directors shall be nominated by the Corporate Membership of the geographical districts which they are to represent, and may or may not be resident therein.

"Not later than the fifteenth day of April each year there shall assemble in such geographical districts as are entitled to nominate a Director, and in such zones as are entitled to nominate a Vice-President, representatives chosen by the Local Sections therein, which representatives shall have voting power in proportion to the respective memberships of the Local Sections represented.

"These representatives shall constitute the District or Zone Board and shall nominate a candidate or candidates for the office of Director for the said District or for the office of Vice-President for the said Zone and make announcement thereof to the District or Zone membership.

"If there be but one Local Section in the District said Section may nominate its candidate or candidates for Director in such manner, subject to the approval of the Board of Direction, as it may choose.

"Additional nominations may be made by declaration by at least twenty-five Corporate Members of said District or of said Zone forwarded to the said District or Zone Board within twenty days following said announcement.

"A letter ballot containing the names of the candidates so nominated, upon which the nominees of the District or Zone Board shall be designated, shall be mailed by said Board to each Corporate Member in the District or in the Zone not later than May fifteenth, and the ballots received prior to June tenth shall be canvassed by the said Board, and a report of the result thereof, certified by the said Board, shall be presented by the representatives of the Local Sections of said District or of said Zone to the Annual Conference of Representatives of Local Sections."

Amend Section 4, by striking out the word "President" in the first line of the second paragraph so that the paragraph will read as follows:

"In the event of a tie vote for nominee for Vice-President or Director the names of the persons receiving such tie vote shall be placed on the ticket as 'Official Nominees'."

Add after Section 4 a new Section to read as follows:

"5.—The hereinafter provided Annual Conference of Representatives of Local Sections, at which the representatives shall have voting power in proportion to the respective memberships of the Local Sections represented, shall nominate one or more candidates to fill the office of President to be elected at the next annual election; the written acceptance of each candidate must be obtained prior to his nomination.

"A list of said nominations, together with the list of the nominations for Directors by the several geographical districts, and of the nominations for Vice-Presidents by the several Zones, certified by the Chairman and the Secretary of the said Conference, shall be presented to the Board of Direction not later than the fifteenth day of September.

"The nominations thus made to be known as the 'Official Nominations' shall be such as to provide, with the officers holding over, the officers provided for in Article V."

Renumber Sections 5, 7, 8, 9, and 10, and amend Section 6 to read Section 7, and strike out in the second paragraph the words "showing also thereon the results of the 'second ballot',".

Amend Article VIII.—Meetings:

Add a new section to read as follows:

"5.—There shall be held, during the month of July or August, an Annual Conference of Representatives from the Local Sections to consider the welfare of the Society and its members and to report thereon to the Board of Direction; one representative thereto from each section shall be allowed traveling expenses within Continental United States on a mileage basis.

"The Annual Conference of Representatives of Local Sections shall elect from among its members a Chairman and a Secretary to serve for one year beginning on the first day of the following November. At said Annual Conference a majority of the representatives shall constitute a quorum; if at said Annual Conference a quorum is not present, then such representatives as are present shall call an adjourned meeting."

Amend Article IX.—Local Sections:

Strike out the first paragraph and substitute the following:

"There shall be established in each geographical district of the Society one or more Local Sections. These Sections shall have powers and act under such rules and regulations as the Board of Direction may prescribe.

"Each member of the Society shall identify himself with a Local Section in the district in which he resides, or, in default of voluntary action, shall be assigned to the most suitable section in said district by the Board of Direction."

Strike out of the second paragraph the word "may" in the first line and substitute the word "shall".

These amendments were signed by Richard L. Humphrey, W. L. Stevenson, Howard E. Moses, Christian L. Siebert, G. Douglas Andrews, H. R. Stocker, J. Warren Fortenbaugh, Francis S. Friel, C. A. Emerson, Jr., W. D. Uhler, H. E. Hilts, P. M. Tebbs, J. R. Hoffert, Albert O. True, Samuel T. Wagner, Clark Dillenbeck, Percival S. Baker, W. T. Hopkins, Ralph J. Lawrence, Edwin F. Dawson, Henry C. Smith, Benjamin Franklin, A. R. Lindsey, W. S. Nichols, Joseph C. Wagner, Fred C. Dunlap, G. Roscoe Heap, I. Orlian, J. A. Vogleson, Maurice A. Webster, Stanley H. Wright, Henry H. Quimby, Norman L. Stamm, J. W. Rowland, John J. L. Houston, Stephen Harris, T. Nelson Spencer, William H. Crawford, William Easby, Jr., Edward U. Smith, Elbert S. Tillotson, James W. Follin, Lewis R. Ferguson, and S. C. Hollister.

ITEMS OF INTEREST

The Committee on Publications will be glad to receive communications of general interest to the Society, and will consider them for publication in *Proceedings* in "Items of Interest". This is intended to cover letters or suggestions from our membership concerning matters which are not of a technical character. Such communications, however, must not be controversial or commercial.

THE ENGINEERING FOUNDATION

The Engineering Foundation was established in 1914 "for the furtherance of research in science and engineering, or for the advancement in any other manner of the Profession of Engineering and the good of mankind", and for the following purposes: To promote and support worthy researches related to engineering in all its branches; to establish and operate engineering research laboratories, if funds be provided therefor; to co-operate with National Research Council and the Engineering Societies in the stimulation and co-ordination of scientific research.

Endowment Funds Needed.

The Foundation needs a large increase of endowment. It is obliged frequently to refuse to support research projects brought to it because it lacks funds. Gifts of $1 000 or more are desired. Each donor of $250 000 or more will be honored as a Founder. A gift of $50 000 has been offered contingent on the receipt of nine other gifts of $50 000 each. Gifts to the Foundation are exempt from income tax. A gift for research is a productive investment.

The Foundation is compiling a directory of the hydraulic laboratories of the United States, and is planning an investigation of industrial education and training. It undertakes useful researches which do not promise profits sufficient to tempt industrial organizations to undertake them, researches which should be made under disinterested auspices, and researches which lie outside the province of Government bureaus.

The Engineering Foundation is administered under the auspices of the United Engineering Society, the American Society of Civil Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers, by a board of thirteen representatives of these Societies, and three members at large.

A progress report of the Foundation, a form of Deed of Gift, and other information will be sent by the Secretary, Alfred D. Flinn, M. Am. Soc. C. E., 29 West 39th Street, New York City, on request.

Elections to Honorary Membership

At the meeting of the Board of Direction on October 10th, 1921, the Tellers appointed to canvass the Ballots for Honorary Members reported the election of Howard Adams Carson, M. Am. Soc. C. E., Luigi Luiggi, M. Am. Soc. C. E., and Charles Prosper Eugene Schneider as Honorary Members of the Society. The following brief sketches of their lives and work are presented herewith for the information of the membership.

Howard Adams Carson.

Howard Adams Carson, M. Am. Soc. C. E., was born at Westfield, Mass., on November 28th, 1842. He was graduated from the Massachusetts Institute of Technology in 1869 with degree of Bachelor of Science; in 1906 he received the honorary degree of Master of Arts from Harvard University.

In 1871, Mr. Carson acted as Assistant Engineer for the Water-Works Department, Providence, R. I., and, in 1873, had charge of sewer construction for that city. He acted as Principal Superintendent of Construction, in Boston, Mass., for the main drainage system of that city. He was Designer and Chief Engineer for the Charles River Valley sewerage for about twenty cities and towns.

Mr. Carson was Chief Engineer of the Boston Transit Commission from 1894 to 1909. He had charge of the building of the Boston Tremont Street Subway, the first electric car subway constructed in the United States, the East Boston Tunnel, the first submarine tunnel built for such service in the United States, and the Washington Street Tunnel. He has acted as Consulting Engineer for various engineering projects, including the double-track railway tunnel under the Detroit River, at Detroit, Mich.

The following extract from the Fifteenth Annual Report of the Boston Transit Commission, dated June 30th, 1909, is of interest:

"Other qualities than those of technical skill have been shown by him in an equally notable degree. His tact in dealing with public and private interests, which in the progress of these works were of necessity seriously affected, his painstaking fairness in his relations with contractors, his skill in organizing and directing the engineering staff, his executive force, and his unflinching willingness to bear every proper responsibility of his office, have all been conspicuous. Scrupulous honesty and impartiality, moderation and modesty in all things, faithfulness to the point of extreme self-sacrifice have been characteristic of his service. At the termination of that service this Commission records its admiration of his professional skill and its high regard for his personal character."

Mr. Carson is a Trustee of the Massachusetts Institute of Technology, Member of the Institution of Civil Engineers of Great Britain, and Past-President of the Boston Society of Civil Engineers and of the Alumni Association of the Massachusetts Institute of Technology.

Luigi Luiggi

Luigi Luiggi, M. Am. Soc. C. E., was born at Genoa, Italy, in 1856. He was graduated from the University of Genoa, Italy, in 1875, with the degree of

Doctor of Physics and Mathematics, and from the Royal College for Civil Engineers with the degree of Civil Engineer, in 1878. The following year he became a Cadet, Italian Royal Artillery, Coast Defenses, and in 1880, was appointed Member of the Royal Corps of Civil Engineers of Italy. In this capacity he was sent to England for two years for special practice in maritime engineering, lighthouses, etc.

In 1882, Mr. Luiggi was appointed Resident Engineer of Harbor Works at Genoa, Italy, in charge of breakwaters, quay walls, docks, etc. In 1887 he was made Director of Works for the design and construction of the two dry docks at Genoa, which were built under compressed air. Upon completion of these docks, he was promoted to the position of Engineer-in-Chief, Royal Corps of Civil Engineers, and appointed Private Technical Adviser to the Minister of Public Works at Rome.

Mr. Luiggi was a delegate of the Public Works Department of the Italian Government to the Engineering Congress at Chicago, Ill., in 1893. The following year he acted as Engineer-in-Chief at Leghorn, Italy, for all maritime works in the Tuscan and Roman Provinces. In 1896 he was called by the Argentine Government to protect the Military Port at Bahia Blanca, Argentina, and all the maritime works and lighthouses along the coast of Patagonia to the Strait of Magellan, and in 1889 was appointed Director General of all these works. These were completed in 1905, and after being called by the Uruguayan Government to inspect and advise about the best methods to expedite works for the Port of Montevideo, he returned to Italy to be appointed by the Italian Government as a member of the Consulting Board for Public Works and of the Special Board for the Managament of the Italian State Railway.

Mr. Luiggi was successively Chief Engineer, Acting Inspector General, and Inspector General of the Royal Corps of Italian Civil Engineers. He is Professor of Hydraulic Engineering at the University of Rome, and a member of the International Technical Committee for the Suez Canal. He was appointed Engineer Delegate on the Industrial Commission to the United States, and contributed to the International Engineering Congress at San Francisco, Cal.

Mr. Luiggi served during the World War as Colonel, Artillery Corps, Italian Army, and as a member of the Committee for Munition Works, receiving a gold medal from the Minister of Munitions for distinguished service.

Charles Prosper Eugene Schneider

Charles Prosper Eugene Schneider was born at Le Creusot, France, on October 29th, 1868. He is a grandson of the founder of France's great machine shops at that place.

Mr. Schneider is managing owner of the Creusot Works, and developed the manufacture of the celebrated soixante-quinze (75-mm.) rapid-fire gun, and also howitzers, railway mounted guns and other ordnance used in the World War.

On November 24th, 1919, Mr. Schneider was honored by the presentation of a gold medal by the Mining and Metallurgical Society of America for "his distinguished work in metallurgy of iron and steel, and especially for his development of the 75-mm. gun, to which a large part of the success of the

French and of our own men in France during the present war, is attributed." The Gold Medal Committee of that Society, in its report of Mr. Schneider's career, made the following statements:

"Whilst giving to peace industries all the attention necessitated by the progress in science and the continual improvement in industrial methods and products, Eugene Schneider, with a perspicacity that recent events have justified in a striking manner, especially directed his efforts towards the creation in France of a war industry able to counterbalance, when the time came, the enormous power which the German war industry had established * * * Already in 1895, the Schneider establishments made special efforts to realize and improve heavy and light field ordnance, known as quick-firing, the appearance of which called forth a revolution in the armament and tactics of modern artillery.

"The war materials delivered in very large quantities during the war to the French and Allied Governments, are of the most varied types: Field guns and howitzers (heavy and light types), siege guns, large caliber guns on railway mounts, tanks, shells, cases, fuses, explosives, torpedoes, sights, submarine and airplane engines, armor plate, etc.

"Besides the technical and industrial development of the works, Eugene Schneider has given his attention to social economics as begun by his ancestors for the welfare of their employees; all questions pertaining to the interest of workmen have been the subject of his constant attention and, very often, received solutions which were very much in anticipation of recent laws."

Mr. Schneider visited the United States during the latter part of 1919 as Chairman of the French Economic Mission in the interest of closer co-operation between France and this country.

Mr. Schneider is Past-President of the Iron and Steel Institute of Great Britain, and Honorary President of the Comité des Forges, France.

Conference on Elimination of Excess Variety and Standardization of Vitrified Paving Brick

The Conference of users and makers of vitrified paving brick was called at the suggestion of the National Paving Brick Manufacturers Association, representatives of which met with representatives of the Department of Commerce and with representatives of the U. S. Chamber of Commerce in a preliminary conference to determine the areas of standardization possible in this particular industry. As a result of this preliminary meeting the manufacturers, under the general direction of the Department of Commerce, instituted a variety survey of the vitrified paving brick industry. This survey formed the basis for the meeting held November 15th, 1921, called by the Department of Commerce.

A permanent committee to be known as the Committee on Simplification of Variety and Standards for Vitrified Paving Brick of the Department of Commerce was created for the purpose of making such other eliminations as shall be mutually acceptable to producer and consumer.

In response to an invitation delegates were present, representing manufacturers, architects, engineers, and the Government departments, W. D. Uhler, M. Am. Soc. C. E., Chief Engineer of the Pennsylvania State Highway Department, representing the Society.

In opening the Conference, F. M. Feiker, Assistant to the Secretary, United States Department of Commerce, read a copy of the invitation and in concluding his remarks stated that the Paving Brick Manufacturers Association had made a complete and exhaustive study of the sizes and varieties of paving brick, and that the purpose of the Conference was to bring together the representatives of the manufacturers, engineers, and all those who had any specifying or buying relations to this problem, and to discuss it from the point of view of eliminating excess sizes and varieties.

Secretary Hoover, addressing the conferees, stated in substance that the proposal under consideration was no new idea in American industry, but that it comes up in its best form on this occasion because it is inspired by the manufacturers themselves.

He stated further that engineers have been united in the feeling that there is a great area of waste in American industry that can only find correction at the hands of the manufacturers by a purely voluntary action on their part.

He also stated that there are a number of manufacturers carrying on their own surveys, who are in consultation with the Department; but that to make any of this effective does not lie entirely with the manufacturers, who must have the co-operation of outside groups. Continuing, he stated that this is the first time that the Department of Commerce has attempted to bring the groups together, first, the manufacturer, then those who dominate his consumption, so that results can be obtained.

The Conference through a process of elimination, using as its basis a maximum size of brick, 4 in. by 3½ in. by 8½ in., and as a minimum, 3 in. by 3 in. by 8½ in., reduced the varieties for consideration from 66 to 20.

Considerable debate ensued concerning further elimination, and it was decided to appoint a committee for the purpose of considering the remaining 20 varieties.

In approaching the subject the Committee considered it desirable, if possible, to reduce the number of sizes so that all brick could be cut out of two clay columns, one 3 in. and the other 4 in. high.

It felt that the present demands are such that there must be placed at the disposal of engineers brick to make a wearing surface either 3, 3½ or 4 in. in depth. In the smaller cities, a 3-in. pavement is wanted. The larger cities require a 4-in. brick. The State highway departments find 3 in. too shallow for their traffic and 4 in. deeper than necessary, and are, therefore, adopting a 3½-in. depth.

With these three depths considered as imperative, the Committee deemed it desirable to eliminate only 9 of the varieties over and above those eliminated previously.

With these eliminations the number of standard varieties would be 11, and the number of sizes 4, as follows:

Width, in inches.	Depth, in inches.	Length, in inches.
3½	4	8½
3	4	8½
3½	3½	8½
3½	3	8½

The varieties, therefore, which would be retained are as follows:

Variety.	Width, in inches.	Depth, in inches.	Length, in inches.
Plain wire-cut brick (vertical fiber lugless)	3	4	8½
	3½	4	8½
Repressed lug brick	3½	3½	8½
	3½	4	8½
Vertical fiber lug brick	3	4	8½
	3½	4	8½
Wire-cut lug brick (Dunn)	3½	3	8½
	3½	3½	8½
	3½	4	8½
Hillside lug brick (Dunn)	3½	4	8½
Hillside lug brick (repressed)	3½	4	8½

The Committee believes that further reduction of varieties is desirable, but that this should follow after further study and after the idea of standardization in vitrified paving-brick sizes has become well impressed on the paving field. To go too far at the start is likely to arouse such strenuous opposition as to defer for a protracted time the good results which are desired from this Conference.

Following the adoption of the Committee's report, the question as to the usual variations incident to the manufacture of brick was discussed at length. In order to avoid the necessity of being held to exact dimensions, the following resolution was adopted:

"The sizes stated in this report are to be regarded as nominal and subject to the usual variation of ⅛ in. in width and depth, and ¼ in. in length."

Speaking for the Department, Mr. Feiker impressed on the Conference the necessity of invoking a follow-up system to insure the adoption of the standardization embodied in the resolutions of the Conference; to effect a greater degree of contact and co-operation between the Department of Commerce and the various organizations and manufacturers incident to the paving brick industry; and to consider further eliminations in the existing varieties of brick.

This proposal was accepted by the Conference and in conformity therewith a Committee of ten was appointed for that purpose. The personnel of this committee will be composed of a representative of the following organizations: American Society of Civil Engineers; American Association of State Highway Officials; American Society of Municipal Improvements; American Society for Testing Materials; Federated American Engineering Society; National Paving Brick Manufacturers Association; U. S. Chamber of Commerce; U. S. Bureau of Public Roads; U. S. Bureau of Standards; and U. S. Department of Commerce.

Industrial Standardization in Germany

Insufficient attention has been given to the rôle which standardization is playing in German industrial reconstruction. The German industries are planning and are carrying out a far-reaching program of standardization as a necessary step in building up an unprecedented industrial structure which

must rest in large measure on an extensive foreign trade. In no other country except Great Britain is standardization work being done on such a scale, or with an intensity, comparable to that in Germany.

The German work is of special interest to those responsible for the management of American industries, not only because of its importance, but also because of the similarity in the historical conditions surrounding the National standardization movements in Germany and in America.

Prior to 1917 a vast amount of standardization work had been carried out in Germany by individual companies, and by engineering societies and industrial associations, but, as was the case in America before the organization of the American Engineering Standards Committee, the work had not been unified along National lines.

As has been the case with all the other National standardizing bodies except the British, which was organized in 1901, the success of the standardization work carried out by the various countries during the World War as a part of their National conservation programs, was a chief cause of the formation of the Central German Body. It is called the "Normenausschuss der Deutschen Industrie," and was organized by the "Verein Deutscher Ingenieure," in 1917 at the suggestion of the German Government. The present membership consists of engineering societies, industrial associations, and Government ministries, and, in addition, there are 700 firms which are contributing members. The work of the Normenausschuss deals only with those subjects which concern two or more industries or branches of industry.

The standards are issued under the general designation of German Industrial Standards. The Germans were the first of the National bodies to publish standards in loose-leaf form. The work is so divided as to make each sheet as nearly independent as possible. Firms purchase these sheets in quantity, issuing them directly to designers, draftsmen, and foremen for use as working drawings and data sheets.

From almost the first the Normenausschuss has had a periodical publication dealing with standardization. Formerly, it was a separate publication, but now it forms a section of *Der Betrieb*, a journal dealing with the general question of production and efficiency engineering. The communications from the Normenausschuss (*Mitteilungen*) form a separate section in this journal which appears semi-monthly, and has a circulation of 8 000 copies.

The organization provides an extensive information service on standardization work in Germany and other countries, which is available to the industries as well as to their working committees.

Organization and Methods of Work.—There is a Main Committee composed of representatives of the various National organizations supporting the movement, and a smaller Executive Committee. The detailed technical work of each project is in the hands of a working committee which in Anglo-Saxon countries would be called a "sectional committee," that is, a committee made up of representatives of all bodies interested in the particular subject in hand.

Proposals for new subjects for standardization must come from some responsible body. The industry concerned is consulted, generally by a conference of the various organizations interested, to determine whether it is

the consensus of opinion that the work should go forward. In case it is decided to undertake the work, the conference designates the chairman of the working committee.

The central office digests the information available on the subject for the use of the working committee. When agreement is reached in the committee on the draft of a standard it goes to the central office for editorial work. There it is scrutinized to see whether it is consistent with other standards; whether points have been included which concern other working committees; whether the drawings and nomenclature are in approved form, etc. After this editorial checking, the central office has the draft of the standard put into proof form. It is then reviewed by an official clearing house committee, which contains a representative from each major line of work being carried on by working committees. If any change in substance has been made, it goes back to the working committee. If no such change has been made, it is published in the *Mitteilungen,* the official publication of the Normenausschuss, as a tentative proposal. On recommendation of the working committee, the standard is mailed to the members of the Executive Committee with a supporting statement. With their approval it is then republished as an official proposal. Six weeks are allowed for criticism when a standard is finally published unless additional important criticisms are received.

Work in Special Industries.—The foregoing refers to the work of the central body only, which is limited to subjects common to two or more industries. In addition there are about fifteen organizations known as special industry committees, each of which deals with the standardization work peculiar to a single industry, such as shipbuilding, electrical, agricultural, automative, elevator, locomotive, paper, textile, and wood-working.

These committees are closely affiliated with, but not strictly an organic part of, the central body. They are organized not by the Normenausschuss, but by one or more technical or trade associations concerned with the particular subject in hand. Standards formulated by the special industry committees are published by the organization responsible. In most cases the final standards are published in loose-leaf form modeled closely after that of the standards issued by the Normenausschuss itself. These standards are submitted to the Normenausschuss before publication, in order to keep them consistent with the regular series of German industrial standards.

The volume of work being carried out through these special industry committees appears to be at least as great as that under the direct control of the central body.

Characteristics of Continental Work.—Looked at broadly, and with exceptions such as must always be made in general statements of the kind, the Continental countries are going much further into dimensional standardization than has been done in Anglo-Saxon countries. This includes interchangeability of supplies and of machine elements, the interworking of parts and of related apparatus made by different makers, and the interchangeability, so far as the use is concerned, of complete machines and apparatus. By far the greater part of the work of the Normenausschuss is dimensional, great attention being paid to such matters as machine elements, screw-threads, bolts

and nuts, standard diameters, and systems of limit gauging. Some of the special industry committees are active in the elimination of types, sizes, and grades of manufactured products.

The Germans have not yet had their standards translated into foreign languages for use in export, as the British are doing, but they are now giving consideration to this question.

As typical examples of the German work, their system of "preferred numbers" and their standard series of handles may be mentioned. The first is a simple system of numbers for use in all new standardization work, in which gradated numerical values are required, such as standard gradated diameters of pulleys, thicknesses of plates, or capacities of machines. It is believed that its use will lead to great economies in material, in reducing the number of sizes, ranges, etc., simplify the carrying of stocks and facilitate interchangeability. It may be shown theoretically that, under average conditions, a given number of standard sizes laid out according to these numbers, will be better fitted to any series of jobs taken at random, than would be the same number of sizes laid out in any other way, and this with a minimum of material.

The standard handles are of two shapes, each adapted to a particular method of use, and there is a series of sizes for each shape. The profiles have been worked out with the extreme care, an efficiency engineer having been employed to make time-motion studies to determine the exact profile that would insure the greatest accuracy in operation with the minimum fatigue of the workman's hand.

ACTIVITIES OF LOCAL SECTIONS*

Regular Meeting of the San Francisco Section

The Ninety-ninth Regular Meeting of the San Francisco Section was held at the Engineers' Club on October 18th, 1921; President F. R. Muhs in the chair: H. D. Dewell, Secretary; and present, also, 80 members and guests.

Mr. Ned D. Baker, Chairman of the Excursion Committee, reported that his Committee was planning an excursion to Pittsburg, Cal., to witness the tests of concrete roads now nearing completion at that place.

The Secretary presented a letter from Mr. J. W. Mahoney, Secretary-Treasurer of the San Francisco Electrical Development League, announcing the project for the construction of an Engineering and Industry Building, and asking for the financial co-operation of the Section. On motion, duly seconded, it was decided to refer the matter to the Board of Directors for consideration and decision, with authority to appoint, as requested, one member to each of the three committees for the work, and to contribute to the project a sum not to exceed $100.

President Muhs announced the death of Ralph E. Robson, Assoc. M. Am. Soc. C. E., a member of the Section, on October 14th, 1921.

Mr. H. J. Brunnier, who recently attended an International Convention of the Rotary Clubs in Edinburgh, Scotland, gave an informal talk on his experiences in England, France, Belgium, Germany, Switzerland, and Italy.

The speaker of the evening was Mr. W. H. Kirkbride, Engineer of Maintenance of Way and Structures, Southern Pacific Company, Pacific System, whose subject was "Railroad Tunnels and Their Maintenance". In connection with his address, Mr. Kirkbride exhibited lantern slides showing all stages of tunnel construction, enlargement, concreting, and maintenance.

Regular Meeting of Colorado Section

The 120th Regular Meeting of the Colorado Section was held at the Metropole Hotel, Denver, Colo., on November 14th, 1921; President A. N. Miller in the chair; Walter L. Drager, Secretary; and present, also, 10 members and 7 guests.

The minutes of the 119th regular meeting were read and approved.

The Secretary presented a copy of H. R. 7541 which provides for a commissioned status to sanitary engineers in the Public Health Service of the United States, and read letters from various Local Sections urging the endorsement of this bill by the Colorado Section. On motion, duly seconded, the bill was endorsed by the Section and the Secretary was instructed to notify the Congressmen from Colorado of this action.

Mr. H. L. Thackwell presented a plan for the construction of an Engineers' Building in Denver. After discussion by those present, it was decided, on motion, duly seconded, to appoint a committee to assist Mr. Thackwell in securing additional data on the matter for presentation to the members of the Section.

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* For list of Local Sections, Officers, etc., see p. 966.

On motion, duly seconded, it was decided to postpone the discussion of the Progress Report of the Joint Committee on Standard Specifications for Concrete and Reinforced Concrete published in the August, 1921, *Proceedings* of the Society.

The address of the evening was on "The Development and Application of the Ball Bearing" by Mr. R. H. Fox, who illustrated his lecture with lantern slides. The subject was discussed generally by the members and guests present.

Meetings of Cleveland Section

A meeting of the Cleveland Section was called to order on October 12th, 1921, at the Winton Hotel; Past-President W. P. Brown in the chair; George H. Tinker, Secretary; and present, also, 9 members.

The minutes of the meeting of September 14th, 1921, were read and approved, but no other business was transacted.

MEETING OF NOVEMBER 9TH, 1921.

The regular meeting of the Cleveland Section was held at the Winton Hotel on November 9th, 1921; F. C. Osborn in the chair; George H. Tinker, Secretary; and present, also, 8 members.

The minutes of the meeting of October 12th, 1921, were read and approved.

The Secretary presented communications from the Los Angeles Section and the Service Engineers' Committee of the U. S. Public Health Service relative to H. R. 7541 as to the status of civilian engineers in the U. S. Public Health Service. On motion, duly seconded, both communications were referred to the Legislative Committee.

On motion, duly seconded, the Secretary was instructed to write to Mayor-elect Kohler urging the appointment of an engineer as Director of Public Service. It was also voted that the Cleveland Engineering Society be urged to take similar action.

Mr. B. R. Leffler reported that the Special Committee of the Society on Bridge Design and Construction would shortly present a report, and urged the members of the Section to submit written discussions thereon for publication by the Society.

Annual Meeting of Iowa Section

The Third Annual Meeting of the Iowa Section was called to order at Des Moines, Iowa, on November 17th, 1921, at 11 A. M.; President C. S. Nichols in the chair; R. W. Crum, Secretary; and present, also, 15 members and 3 guests.

On motion, duly seconded, the bill (H. R. 7541) now before Congress providing a commissioned status to sanitary engineers in the Public Health Service of the United States was endorsed, and the Secretary was instructed to bring this endorsement to the attention of the U. S. Senators and Representatives from Iowa.

The following officers for 1922 were elected: President, J. H. Dunlap; Vice-President, J. S. Morrison; and Director, O. W. Crowley.

The afternoon was spent in an inspection trip to the plant of the Pyramid Portland Cement Company now under construction.

The meeting was reconvened at 4 P. M., and was devoted to a general discussion of the activities of the Section.

On motion, duly seconded, the dues of the members for 1922 were fixed at $2.50.

A paper entitled "City Zoning and Its Effect on City Building", by R. E. Edgecomb, Assoc. M. Am. Soc. C. E., Chief Engineer of the Building Department of Omaha, Nebr., was presented by the author.

The final session of the meeting was the Annual Dinner which was held at 6.30 P. M., at the Harris-Emery Tea Room. Following the dinner, Prof. Dunlap gave a brief description of the activities of the Federated American Engineering Societies.

Meeting of Los Angeles Section

A meeting of the Los Angeles Section was called to order at 7.40 P. M., on November 9th, 1921, at the Wilshire Country Club; President H. W. Dennis in the chair; F. G. Dessery, Secretary; and present, also, 57 members and 47 guests.

After introducing some of the guests, President Dennis presented the speaker of the evening, Mr. J. B. Lippincott, who addressed the meeting on "Colorado River Problems with Reference to Flood Control, Silt Control, Power and Irrigation", illustrating his remarks with diagrams and lantern slides. The subject was discussed by Messrs. Hill, Jubb, Dennis, Cronholm, Anderson, Barnard, Miller, Mulholland, Griffin, Thomas, Wheeler, and Sparks. At the conclusion of the discussion, President Dennis, on behalf of the Section, thanked Mr. Lippincott for his instructive address.

On motion, duly seconded, the report of the Committee on Building Laws and Regulations was adopted with some dissenting votes. After discussion of the subject by Messrs. Noice, Flaherty, Wheeler, and Barnard, on motion, duly seconded, this action was reconsidered.

Mr. Blaine Noice, on motion, duly seconded, was requested to submit a Minority Report, at which time the whole subject would again be taken up for consideration.

Mr. G. G. Anderson called attention to the fact that the December meeting was the Annual Meeting of the Section, and suggested that the report of the Committee on Building Laws and Regulations be considered as the program for that meeting.

The Secretary requested the Standing Committees of the Section to submit written reports to be presented at the Annual Meeting.

Regular Meeting of Louisiana Section

The regular meeting of the Louisiana Section was held on October 24th, 1921, at the residence of President Ole K. Olsen in New Orleans; President Olsen in the chair; F. A. Muth, Secretary; and present, also, 13 members and 3 guests.

Relative to the question of licensing engineers, President Olsen presented correspondence from Richard L. Humphrey, M. Am. Soc. C. E., Chairman of the Committee on Licensing Engineers, of the Board of Direction of the Society, together with his reply, in which he stated that the licensing of engineers in Louisiana was already a fact and was operating satisfactorily.

President Olsen also presented correspondence between the Secretary of the Society and himself relative to a newspaper clipping from a Memphis paper referring to flood damage at Jackson, Miss. Concerning this matter, President Olsen stated that he had made a personal examination at the site in Jackson and had reported on it to the Society. On motion, duly seconded, the correspondence was ordered filed.

On motion, duly seconded, the Secretary was instructed to refer the matter of the organization of Student Chapters to Professor W. B. Gregory at Tulane University.

A communication was presented by the Secretary relative to the use of standard letter-heads for local Sections, and on motion, duly seconded, the matter was referred to the President and Secretary with power to act.

The attention of the members was called to the proposed organization of an Engineers' Club in New Orleans, and after discussion by those present, on motion, duly seconded, the Secretary was instructed to send out postal cards to the membership of the Section for expressions of individual opinion on the subject of the tentative organization of an Engineers' Luncheon Club in New Orleans.

Various other matters of interest to the Section were discussed, and after the meeting was adjourned, the members present were entertained at a Smoker by President Olsen.

New York Section Participates in Joint Meeting on the Financing of Engineering Projects

The program for the 1921-1922 season planned by the New York Section was inaugurated on October 19th, 1921, when for the first time in their history the four Founder Societies, through the co-operation of the Local Sections of the Metropolitan District, united in a joint meeting, and considered the subject "Financing of Large Engineering Projects, Including Public Utilities, Industrial, and General Engineering Projects."

The subject was introduced by Messrs. Arthur B. Leach, of A. B. Leach and Company, of New York City, and Philip Cabot, of White, Weld, and Company, of Boston, Mass. In the course of his discussion, Mr. Leach presented figures to show the remarkable change in financial and world conditions since 1914, and Mr. Cabot stated that the engineer, because of his training, tends to develop qualities that make him a failure as a financial manager. The discussion was led by Mr. J. H. Williams, of Day and Zimmerman, Consulting Engineers, and among those who took part in it were Messrs. Calvert Townley, Vice-President of the Westinghouse Company, Lewis H. Nash, A. Korminsky, and Blaney Stevens.

The meeting was held in the Auditorium of the Engineering Societies Building, with Farley Osgood, Chairman of the New York Section of the

American Institute of Electrical Engineers, in the chair, and there were approximately 1 250 members and guests present.

Joint Meeting of St. Lawrence Ship Canal and Power Project

The second joint meeting of the Metropolitan Sections of the Founder Societies was held in the Auditorium of the Engineering Societies Building, on November 14th, 1921.

Addresses on the "St. Lawrence Ship Canal and Power Project" were made by Julius H. Barnes, President of the U. S. Grain Corporation; H. I. Harriman, Chairman of the Massachusetts State Commission of Foreign and Domestic Commerce, Boston, Mass.; Governor Henry J. Allen, of Kansas; Ex-Governor Harding, of Iowa; and Dr. R. S. McElwee, Director of the School of Foreign Commerce, Georgetown University, Washington, D. C. The subject was also discussed by Capt. Charles Campbell.

Organization Meeting of Northeastern Section

At a meeting held on November 12th, 1921, at the Boston City Club, the organization of the Northeastern Section was completed.

On motion, duly seconded, the Constitution, as approved by the Board of Direction, was adopted, together with the By-laws.

The following officers were elected: Chairman, Frank B. Sanborn; Vice-Chairman, Walter C. Voss; Secretary-Treasurer, Charles W. Banks; and Members of the Executive Committee, Leonard C. Wason and James H. Manning.

Meeting of Portland Section

The meeting of the Portland Section was called to order on October 28th, 1921, at the University Club; President M. E. Reed in the chair; C. P. Keyser, Secretary; and present, also, 33 members and 5 guests.

The minutes of the meeting of September 16th, 1921, were read and approved.

President Reed called attention to the matter of the report on the licensing of engineers for Director Richard L. Humphrey's committee, and called on Mr. F. S. Baillie, a member of the State Board for Registering Engineers, for a statement, which he made. On motion, duly seconded, the Secretary was instructed to report to Director Humphrey that in the opinion of the members of the Portland Section the Oregon law for licensing engineers has been in effect too short a time for a definite conclusion to have been reached relative to its beneficial and detrimental effects.

A general invitation was extended to members of the Section to be the guests of the Portland Chapter of the Associated General Contractors at a dinner at the Multnomah Hotel on November 2d, 1921. President Reed on behalf of the Section accepted the invitation and appointed Past-President Newell to represent the Section at the banquet.

A paper entitled "The Treatment of the Cascades Slide" was presented by Mr. Samuel Murray, and the subject was discussed by Messrs. J. P. Newell, W. G. Brown, D. D. Clarke, and Ira A. Williams.

Relative to the selection of a site for the 1925 Fair, Mr. J. A. Currey of the Committee advised that no progress had been made relative to the matter since the questionnaire was filed with the Fair Committee on Sites. Mr. Currey also commented briefly on the working of the Building Code and recommended some movement toward relief for the Building Inspector's Office from an unwarranted burden imposed by filers of deficient or irregular plans.

Fall Meeting of Texas Section

The Fall Meeting of the Texas Section was held on October 28th, 29th and 30th, 1921, at the Hotel Jefferson, Dallas, Tex., and was attended by 98 members and guests.

The Business Meeting was held on Friday morning, October 28th, at which an address of welcome was made by the Mayor of Dallas. The presentation of the Annual Address by President J. H. Brillhart was followed by the business session, at which officers for the ensuing year were elected as follows: President, E. B. Cushing; First Vice-President, E. E. Sands; Second Vice-President, W. J. Powell; and Secretary-Treasurer, E. N. Noyes. The remainder of the morning was devoted to the reading of papers and discussions.

The afternoon was spent in an inspection trip to the plant of the Trinity Portland Cement Company, at which a barbecue luncheon was served by the Company, after which the members and guests were taken for an automobile ride over the new concrete highway in Dallas and Tarrant Counties.

In the evening the party was tendered a dinner by the Technical Club of Dallas on the Jefferson Roof Garden. The dinner was followed by the presentation of illustrated papers, among which was one on "The San Antonio Flood" by Mr. Terrell Bartlett. The presentation of the papers was followed by music and dancing.

The morning of Saturday, October 29th, was taken up with the presentation and discussion of papers on various technical subjects. Luncheon was served on the Jefferson Roof Garden, and was followed by an address on "Constitutional Handicaps of Texas Cities" by Mr. Tom Finty, Jr. Through the courtesy of Mr. Robert Brown, the members of the party were then taken through the Magnolia Building, after which the afternoon and evening were devoted to automobile trips to various points of interest around the city.

On Sunday, October 30th, the visitors were also entertained by automobile excursions to various places.

The papers presented at the meetings included the following: "Present Condition and Operation of Sewage Disposal Plants in a Number of Texas Cities" by M. C. Erwin, who illustrated his remarks with lantern slides; "Friction Head in a Tuberculated 12-Inch Cast-Iron Conduit" by Messrs. M. C. Welborn and John B. Hawley; "Irrigation and the Wichita Falls Project" by Vernon L. Sullivan; "City Planning" by E. A. Wood; "Makeshift Water Treatment Plant at Breckenridge" by John B. Hawley; "The Rôle of the Sanitary Engineer" by Louva G. Lenert; "Asphalt Macadam Pavements in Mineral Wells" by W. W. McLendon; "Water Supply in East Texas" by H. N. Roberts; and "Types of Cracks in Bituminous Pavements and Their Causes" by W. P. Bentley.

EMPLOYMENT SERVICE OF THE FEDERATED AMERICAN ENGINEERING SOCIETIES

An Engineering Societies Service Bureau was established December 1st, 1918, as an activity of Engineering Council, managed by a board made up of the Secretaries of the four Founder Societies, funds for its maintenance being provided by these Societies. On January 1st, 1921, this Bureau was taken over by The Federated American Engineering Societies and is now known as the Employment Service of that organization. It is co-operating with engineering organizations in all parts of the country and is desirous of increasing such co-operation by working with local engineering associations and clubs. Members of the American Society of Civil Engineers who desire to register should apply for further information, registration forms, etc., to Walter V. Brown, Manager, Engineering Societies Building, 29 West 39th Street, New York City. In order to be included in the list published in *Proceedings,* copy must be received on or before the first Wednesday of each month. All communications should be addressed to Mr. Brown.

EMPLOYMENT BULLETIN

POSITIONS AVAILABLE

ASSISTANT PROFESSOR OF HYDRAULICS. Must have had experience in hydraulic laboratory investigations and be competent to take charge of laboratory. Location, Northwest. X–1320.

CIVIL ENGINEER REPRESENTATIVE, cities over 25 000; part time; commission basis; must be high caliber; consulting building engineer preferred. X–1380.

MEN AVAILABLE

DREDGING SUPERINTENDENT. Eighteen years' experience in design and operation of all types of dredging equipment. Has had successful charge of many large projects. Desires U. S. or foreign engagement. CE-277.

GRADUATE ENGINEER, Assoc. M. Am. Soc. C. E., age 34, married. Ten years' wide experience, construction, estimating, designing, valuation of buildings and general construction. Desires responsible position. Executive or estimating position preferred. CE–278.

CIVIL ENGINEER. Fifteen years' experience on municipal and highway work, some building, would like change. Good draftsman and concrete designer. CE–279.

CIVIL ENGINEER, Assoc. M. Am. Soc. C. E., technical graduate, age 35. Ten years' experience on responsible work as follows: Hydraulic and power work, location, design, and construction; highway work, location, construction, and maintenance; railway work, location, construction, and valuation. Desires position on the teaching staff of university. CE–280.

CIVIL ENGINEER, M. Am. Soc. C. E., technical graduate, age 35. Twelve years' broad experience on responsible work as follows: Industrial plants, steel and reinforced concrete buildings, subways, viaducts, water supply, sewerage systems, power plants, railways, piers, and warehouses. Has had charge of designs, estimates, and construction work. Capable organizer and executive. CE–281.

GRADUATE CIVIL ENGINEER AND CONSTRUCTION SUPERINTENDENT, Assoc. M. Am. Soc. C. E., age 34, degree 1908. Twelve years' experience, roads, bridges, surveys, sewers, water-works, and concrete industrial buildings. Experience includes design, inspection, and superintendence. Two years in charge of war work for Construction Division, U. S. A. Available at once. Location immaterial. CE–282.

CIVIL ENGINEER, M. Am. Soc. C. E., college graduate. Twenty years' broad practical engineering and contracting experience on water-works, sewers, highways, hydraulics, and general engineering, with engineers, contractors, and utility holding companies; investigations, reports, design, construction, appraisals. Excellent record and references. Will consider any proposition, engineering, or associated work. Member, American and New England Water Works Associations, etc. CE–283.

JUNIOR, Am. Soc. C. E., age 25, married. Technical graduate with good grasp of mathematics and mechanics wants position offering chance of permanence and advancement as Draftsman for consulting engineer or as Assistant Engineer on construction work. Experience: three years' land and mine surveying, drafting, and building construction (steel and reinforced concrete); also, formerly, Instructor in

Sheffield Scientific School, Yale University. Glad to have reference asked of any employer. Hard worker, reliable. Formerly, Lieutenant, Engineers, A. E. F. Now employed, but available on short notice after January 1st, 1922. CE–284.

HYDRAULIC ENGINEER AND WATER-WORKS MANAGER. Twenty years' experience in the design, construction, and operation of water-works and allied structures. Has directed inventories and appraisals and investigations for new projects. Available January 1st, 1922. Location immaterial. Can furnish many excellent references. CE–285.

GRADUATE CIVIL ENGINEER, 1910, M. Am. Soc. C. E., and A. I. M. E., age 33, married, desires executive position. Experience: General engineering, administrative, commercial, foreign developments and negotiations. Has traveled throughout world, principally Far East and South America. Would consider investing in business. Open for all or part time. Eastern interviews. Salary and references in conference. CE–286.

ENGINEER AND EXECUTIVE, M. Am. Soc. C. E., age 32, married. Twelve years of well varied experience on design and construction, with special training on projects connected with the paper industry. Desires executive position with manufacturer or contractor in the East. CE–287.

ENGINEER, Assoc. M. Am. Soc. C. E., age 29, married. Experience covers railroad construction, highway design and construction, railroad traffic in connection with supplying construction materials, selection and handling and storage of construction materials, problems relating to management of construction. Location preferred is Middle West. Date available, about December 15th. CE–288.

CONSTRUCTION ENGINEER OR SUPERINTENDENT, Assoc. M. Am. Soc. C. E., age 33, married. Thoroughly competent of supervising any class of construction; efficient executive and organizer; broad experience as general superintendent, construction superintendent, and resident engineer on monumental and industrial buildings, steam, and hydro-electric power stations, dams, hydraulic work, difficult foundations, concrete work, structural steel, and the installation of mechanical and electrical equipment. Available at once; location immaterial. CE–289.

ANNOUNCEMENT

The Reading Room of the Society is open from 9 A. M. to 6 P. M., and from 7 P. M. to 10 P. M., every day, except Sundays, New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day; during July and August, it is closed at 6 P. M.

FUTURE MEETINGS

January 4th, 1922.—8 P. M.—The regular business meeting of the Society, together with a Conference on the "National Housing Problem", of one or more sessions, will be held at the Engineering Societies Building.

ANNUAL MEETING

The Sixty-ninth Annual Meeting will be held at the Headquarters of the Society, 33 West 39th Street, New York City, on Wednesday, Thursday, and Friday, January 18th, 19th, and 20th, 1922.

The general arrangements for the Annual Meeting are in the hands of the following Committees:

Committee of the Board of Direction

RICHARD L. HUMPHREY, *Chairman,*

JOHN P. HOGAN

A. M. HUNT

FRANCIS LEE STUART

ELBERT M. CHANDLER

Local Committee

J. P. H. PERRY, *Chairman,*

LAURENCE A. BALL

CHARLES HANSEL

NELSON P. LEWIS

ROBERT RIDGWAY

MERRITT H. SMITH

D. L. TURNER

SECOND MEETINGS OF THE MONTH

Under authority given by the Board of Direction at its meeting of August 9th, 1920, the Acting Secretary has made an arrangement with the New York Section whereby the latter will take over the second meeting of the month, and will thus hold its own meetings on the third Wednesday of each month, except January and May, when they are held on the second Wednesday.

The programmes of the New York Section* are similar to those heretofore offered by the Society's Committee on Second Meeting of the Month, and it is understood that all members of the Society are invited to attend the meetings regardless of whether or not they may be members of the Section. This arrangement gives each member the same privilege of attendance at meetings which he has heretofore enjoyed, and is deemed especially desirable since there has been considerable doubt as to the attendance that might develop at the several meetings if three were held in each month.

* *Proceedings,* Am. Soc. C. E., October, 1921, p. 803.

"TRANSACTIONS" FOR SALE

It is possible to secure a fairly complete set of the *Transactions* of the Society for a very reasonable price as, owing to limited storage space, the Board of Direction has decided to dispose as rapidly as possible of surplus stock.

Some volumes are entirely out of print. Of those available, the following can now be furnished to *members of the Society* for the prices noted:

Vols. 2, 6, 9-10, 15-20, 22, 24-27, 29-42, 44..................	(30 Vols.)	$50
" 45, 49-53, Parts A-F of 54, 55-67, 69-70, 72-79............	(35 ")	$50

It is suggested that members wishing these volumes send in their orders promptly, as the supply of certain of them is limited. Requests will be filled in order of receipt.

A deduction of $2 per volume will be made for any volume out of print when the order is received.

SEARCHES IN THE LIBRARY

As the Library of the American Society of Civil Engineers has been merged in the Engineering Societies Library, requests for searches, copies, translations, etc., should be addressed to the Director, Engineering Societies Library, 29 West 39th Street, New York City, who will gladly give information concerning the charges for the various kinds of service. A more comprehensive statement in regard to this matter will be found on page 21 of the Year Book for 1921.

PAPERS AND DISCUSSIONS

Members and others who take part in the oral discussions of the papers presented are urged to revise their remarks promptly. Written communications from those who cannot attend the meetings should be sent in at the earliest possible date after the issue of a paper. Written discussion on a given paper will be closed three months after the paper has been published, so that the author's closure can be printed four months after the paper.

All manuscripts submitted for publication should preferably be typewritten, and always double spaced. Drawings and diagrams should be on separate sheets, drawn to a scale suitable for about one-half to one-fourth reduction.

All papers accepted by the Publication Committee are classified by the Committee with respect to their availablity for discussion at meetings.

Papers which, from their general nature, appear to be of a character suitable for oral discussion, will be set down for presentation to a future meeting of the Society, and, on these, oral discussions, as well as written communications, will be solicited.

All papers which do not come under this heading, that is to say, those which from their mathematical or technical nature, in the opinion of the Committee, are not adapted to oral discussion, will not be scheduled for presentation to any meeting. Such papers will be published in the same manner as those which are to be presented at meetings, but written discussions only will be requested for subsequent publication in *Proceedings* and with the paper in the volumes of *Transactions*.

The Board of Direction has adopted rules for the preparation and presentation of papers, which will be found on page 36 of the Year Book for 1921.

LOCAL SECTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

San Francisco Section (Constitution Approved by Board, 1905).

Frederick R. Muhs, President; H. D. Dewell, Secretary-Treasurer, 503 Market Street, San Francisco, Cal.

Bi-monthly meetings are held at 6 P. M., at the Engineers' Club, 57 Post Street, on the third Tuesday of February, April, June, August, October, and December, the last being the Annual Meeting. Informal luncheons are held at noon, every Wednesday, at the Engineers' Club. All members of the Society will be gladly welcomed.

Colorado Section (Constitution Approved by Board, 1909).

A. N. Miller, President; Walter L. Drager, Secretary-Treasurer, 412 Tramway Building, Denver, Colo.

Meetings are held on the second Monday of each month, except July and August, usually preceded by an informal dinner. Weekly luncheons are held on Wednesday, at 12.30 P. M., at Daniels and Fisher's. Visiting members of the Society are urged to attend.

Atlanta Section (Constitution Approved by Board, 1912).

J. T. Wardlaw, President; R. S. Fiske, Secretary-Treasurer, 1530 Healey Building, Atlanta, Ga.

Informal luncheons are held on the second Tuesday of each month, at 1.00 P. M., at the Ansley Hotel, to which visiting members of the Society are welcome. Visitors desiring information will telephone the Secretary, "Ivy, 3605."

Baltimore Section (Constitution Approved by Board, 1914).

Ezra B. Whitman, President; George S. Robertson, Sr., Secretary-Treasurer, 1628 Linden Avenue, Baltimore, Md.

Buffalo Section (Constitution Approved by Board, 1921).

A. L. Johnson, President; Bruce L. Cushing, Secretary-Treasurer, 80 West Genesee Street, Buffalo, N. Y.

Central Ohio Section (Constitution Approved by Board, 1921).

F. H. Eno, President; H. D. Bruning, Secretary, 935 Madison Avenue, Columbus, Ohio.

Meetings are held at the rooms of the Engineers' Club of Columbus in the Southern Hotel. The Annual Meeting is held on the second Friday of November and at least two other meetings are held each year the dates of which are designated by the Board of Direction of the Section.

Cincinnati Section (Constitution Approved by Board, 1920).

Edgar Dow Gilman, President; Alphonse M. Westenhoff, Secretary, 13 East Third Street, Cincinnati, Ohio.

Cleveland Section (Constitution Approved by Board, 1915).

J. E. A. Moore, President; George H. Tinker, Secretary-Treasurer, 516 Columbia Building, Cleveland, Ohio.

Regular meetings are held on the second Wednesday of each month, at 12.15 P. M., in the rooms of the Section, Hotel Winton. Luncheon is served, and all visiting members of the Society are invited to attend.

Connecticut Section (Constitution Approved by Board, 1919).

Charles Rufus Harte, President; Clarence M. Blair, Secretary-Treasurer, 785 Edgewood Avenue, New Haven, Conn.

The Annual Meeting is held in April; fortnightly meetings alternate between Hartford and New Haven, Conn. These meetings are informal luncheon gatherings, held usually at noon on Saturday. Members are privileged to invite guests regardless of their affiliation as engineers.

Detroit Section (Constitution Approved by Board, 1916).

David A. Molitor, President; Dalton R. Wells, Secretary-Treasurer, 624 McKerchey Building, Detroit, Mich.

Regular meetings are held on the second Friday of December, April, and October, the last being the Annual Meeting.

District of Columbia Section (Constitution Approved by Board, 1916).

John C. Hoyt, President; James H. Van Wagenen, Secretary-Treasurer, 2001 Sixteenth Street, N. W., Washington, D. C.

Duluth Section (Constitution Approved by Board, 1917).

John L. Pickles, President; Walter G. Zimmermann, Secretary, 203 Wolvin Building, Duluth, Minn.

Regular meetings are held at noon on the third Monday of each month, usually at the Kitchi Gammi Club, to which visiting members of the Society will be welcomed. The Annual Meeting is held on the third Monday in May.

Illinois Section (Constitution Approved by Board, 1916).

Charles B. Burdick, President; W. D. Gerber, Secretary-Treasurer, 913 Chamber of Commerce, Chicago, Ill.

Regular meetings are held on the second Monday of March, June, September, and December, the last being the Annual Meeting.

Iowa Section (Constitution Approved by Board, 1920).

J. H. Dunlap, President; R. W. Crum, Secretary, Care, Iowa State Highway Commission, Ames, Iowa.

Kansas City (Mo.) Section (Constitution Approved by Board, 1921).

Alexander Maitland, Jr., President; Henry C. Tammen, Secretary-Treasurer, 1012 Baltimore Avenue, Kansas City, Mo.

Regular meetings of the Section are held on the first Tuesday of March, June, September, and December, the last being the Annual Meeting. The members of the Kansas City Engineers' Club meet at luncheon at the University Club every Tuesday from 12 M. to 2 P. M., and all members of the Society are invited to attend these luncheons.

Kansas Section (Constitution Approved by Board, 1920).

L. E. Conrad, President; Frank S. Altman, Secretary-Treasurer, 1114 Garfield Avenue, Topeka, Kans.

Los Angeles Section (Constitution Approved by Board, 1913).

Ralph J. Reed, President; Floyd G. Dessery, Secretary, 618 Central Building, Los Angeles, Cal.

Regular monthly meetings are held on the second Wednesday of each month, the Annual Meeting in December. Informal luncheons in connection with the Joint Technical Societies of Los Angeles are held at 12.15 P. M., every Thursday at the Broadway Department Store Café.

Louisiana Section (Constitution Approved by Board, 1914).

Ole K. Olsen, President; F. A. Muth, Secretary, 224 Custom House Building, New Orleans, La.

Regular meetings are held at The Cabildo, New Orleans, La., on the first Monday of January, April, July, and October.

Nashville Section (Constitution Approved by Board, 1921).

Arthur J. Dyer, President; Granbery Jackson, Secretary-Treasurer, 220 Capitol Boulevard, Nashville, Tenn.

Nebraska Section (Constitution Approved by Board, 1917).

Rodman M. Brown, President; Homer V. Knouse, Secretary-Treasurer, 200 City Hall, Omaha, Nebr.

Regular meetings are held on the first Saturday of each month, except July and August. The Annual Meeting is held in Lincoln, Nebr., on the second Friday in January. Visiting members of the Society are especially urged to communicate with the Secretary when in the city.

New York Section (Constitution Approved by Board, 1920).

Nelson P. Lewis, President; J. P. J. Williams, Secretary, 33 West 39th Street, New York City.

Regular meetings are held in the Engineering Societies Building, 29 West 39th Street, New York City, on the third Wednesday of each month, except January and the Annual Meeting in May, held on the second Wednesday of the month.

Northeastern Section (Constitution Approved by Board, 1921).

Frank B. Sanborn, Chairman; Charles W. Banks, Secretary, Wentworth Institute, Boston, Mass.

Northwestern Section (Constitution Approved by Board, 1914).

Charles L. Pillsbury, President; Paul C. Gauger, Secretary, 945 Osceola Avenue, St. Paul, Minn.

Meetings are held bi-monthly, alternating between St. Paul and Minneapolis, on the third Friday of each month.

Oklahoma Section (Constitution Approved by Board, 1920).

Max L. Cunningham, President; R. E. Brownell, Secretary-Treasurer, 402 First National Bank Building, Oklahoma, Okla.

Philadelphia Section (Constitution Approved by Board, 1913).

John Meigs, President; S. C. Hollister, Secretary, 1200 Land Title Building, Philadelphia, Pa.

Regular meetings are held at the Engineers' Club on the first Monday in January, April, and October, the last being the Annual Meeting. Special meetings are also held at times announced in advance.

Pittsburgh Section (Constitution Approved by Board, 1918).

N. S. Sprague, President; Nathan Schein, Secretary-Treasurer, 1510 Carson Street, Pittsburgh, Pa.

Portland (Ore.) Section (Constitution Approved by Board, 1913).

M. E. Reed, President; C. P. Keyser, Secretary, 318 City Hall, Portland, Ore.

Meetings are held regularly on the third Friday of each month. All members of the Society in any grade are cordially invited to attend.

Providence (R. I.) Section (Constitution Approved by Board, 1920).

Sydney Wilmot, Chairman; Robert L. Bowen, Secretary-Treasurer, 26 Sycamore Street, Providence, R. I.

The Section regularly holds meetings jointly with the Structural and Municipal Sections of the Providence Engineering Society, at the Society Rooms, 29 Waterman Street, on the fourth Tuesday of each month, from September to May. The Annual Meeting is held in May. All visiting members of the Society are cordially invited to attend these meetings.

St. Louis Section (Constitution Approved by Board, 1914).

E. B. Fay, President; William C. E. Becker, Secretary-Treasurer, 426 City Hall, St. Louis, Mo.

The Annual Meeting is held on the fourth Monday in November. Two meetings each year for the presentation and discussion of technical papers are held in the Auditorium of the Engineers' Club, and are open to members of the Associated Societies. Other "get-together" meetings are held regularly for dinner or luncheon on the fourth Monday of each month except July, August, and November.

San Diego Section (Constitution Approved by Board, 1915).

F. J. Grumm, President; J. Y. Jewett, Secretary-Treasurer, Administration Building, Balboa Park, San Diego, Cal.

Regular meetings are held on the third Tuesday of each month at the Chamber of Commerce. Visiting members of the Society are invited to attend.

Seattle Section (Constitution Approved by Board, 1913).

T. E. Phipps, President; Frank H. Fowler, Secretary-Treasurer, 1319 L. C. Smith Building, Seattle, Wash.

Regular meetings, with luncheon, are held at the Engineers' Club, on the last Monday of each month. All members in any grade of the Society are cordially invited to attend, and if located in this District for any length of time, their membership in the Section will be appreciated.

Spokane Section (Constitution Approved by Board, 1914).

E. G. Taber, President; Charles E. Davis, Secretary-Treasurer, 401 City Hall, Spokane, Wash.

Meetings are held on the second Friday of each month. These meetings are noonday luncheons at Davenport's, and all visiting members of the Society are invited to attend.

Texas Section (Constitution Approved by Board, 1913).

E. B. Cushing, President; E. N. Noyes, Secretary, 1107 Dallas County Bank Building, Dallas, Tex.

Utah Section (Constitution Approved by Board, 1916).

W. R. Armstrong, President; H. S. Kleinschmidt, Secretary-Treasurer, 222 Felt Building, Salt Lake City, Utah.

The Annual Meeting is held on the first Wednesday in April. The time of other meetings is not fixed, but this information will be furnished on application to the Secretary.

STUDENT CHAPTERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS*

Leland Stanford, Jr., University Student Chapter, Organized 1920.

R. L. Wing, President; John H. Colton, Corresponding Secretary, Box 121, Stanford, Cal.

Alabama Polytechnic Institute Student Chapter, Organized 1921.

Alfred D. Boyd, Secretary, Alabama Polytechnic Institute, Auburn, Ala.

Braune Civil Engineering Society (University of Cincinnati) Student Chapter, Organized 1920.

John W. Guilday, President; C. A. Harrell, Secretary of Section 10; R. Blickensderfer, Secretary of Section 20; University of Cincinnati, Cincinnati, Ohio.

California Institute of Technology Student Chapter, Organized 1921.

J. Arthur Macdonald, Secretary, California Institute of Technology, Pasadena, Cal

Civil Engineering Society of Rensselaer Polytechnic Institute Student Chapter, Organized 1920.

William Minot Thomas, President; Earl D. Hopkins, Secretary, 147 Eighth Street, Troy, N. Y.

Cornell University Student Chapter, Organized 1921.

John J. Chavanne, Jr., Secretary, Cornell University, Ithaca, N. Y.

Drexel Institute Student Chapter, Organized 1920.

C. V. Nishwitz, Chairman; Raymond Radbill, Secretary, Drexel Institute, Philadelphia, Pa.

Iowa State College Student Chapter, Organized 1920.

Alfred W. Warren, Secretary, Iowa State College, Ames, Iowa.

Johns Hopkins University Student Chapter, Organized 1921.

Eric M. Arndt, President; Melvin E. Scheidt, Secretary, Box 566, Homewood, Baltimore, Md.

Massachusetts Institute of Technology Student Chapter, Organized 1921.

D. H. McCreery, President; T. S. Wray, Secretary, Massachusetts Institute of Technology, Cambridge, Mass.

New York University Student Chapter, Organized 1921.

William J. Kiehnle, President; George H. Martin, Jr., Secretary, New York University, University Heights, New York City.

Oregon State Agricultural College Student Chapter, Organized 1921.

John B. Alexander, Secretary, Omega Upsilon House, Oregon State Agricultural College, Corvallis, Ore.

Pennsylvania State College Student Chapter, Organized 1920.

Arthur H. McFadden, President; William W. Seltzer, Secretary, Pennsylvania State College, State College, Pa.

* By a recent ruling of the Board of Direction, the minimum membership of a Student Chapter has been fixed at 12 instead of 20.

Polytechnic Institute of Brooklyn Student Chapter, Organized 1921.

Richard Kanegsberg, Secretary, Polytechnic Institute of Brooklyn, Brooklyn, N. Y.

Purdue University Student Chapter, Organized 1921.

Donald A. Leach, President, 208 Fowler Avenue, West Lafayette, Ind.

Rose Polytechnic Institute Student Chapter, Organized 1921.

Kenneth L. De Blois, President; Duncan Baker, Secretary, 1606 North Eighth Street, Terre Haute, Ind.

Rutgers College Student Chapter, Organized 1921.

L. C. Kuhl, President; A. C. Ely, Secretary, 105 Winants Hall, Rutgers College, New Brunswick, N. J.

State University of Iowa Student Chapter, Organized 1921.

C. E. Stickney, Secretary, State University of Iowa, Iowa City, Iowa.

Swarthmore College Student Chapter, Organized 1921.

Frank Lemke, President; H. Chandler Turner, Jr., Secretary, Swarthmore College, Swarthmore, Pa.

Syracuse University Student Chapter, Organized 1921.

Arthur V. Dollard, Secretary, College of Applied Science, Syracuse University, Syracuse, N. Y.

University of California Student Chapter, Organized 1921.

H. G. Gerdes, Secretary, Care, Prof. Charles Derleth, Jr., College of Civil Engineering, University of California, Berkeley, Cal.

University of Colorado Civil Engineering Society Student Chapter, Organized 1920.

Herbert Altvater, President; Charles Bowden, Secretary, 1229 University Avenue, Boulder, Colo.

University of Illinois Student Chapter, Organized 1921.

A. L. R. Sanders, President; M. E. Jansson, Secretary, University of Illinois, Urbana, Ill.

University of Kansas Student Chapter, Organized 1921.

Waldo G. Bowman, Secretary, 1106 Ohio Street, Lawrence, Kans.

University of Kentucky Student Chapter, Organized 1921.

B. O. Bartee, Secretary, University of Kentucky, Lexington, Ky.

University of Maine Student Chapter, Organized 1921.

George H. Ferguson, Jr., Secretary, University of Maine, Orono, Me.

University of Minnesota Student Chapter, Organized 1921.

C. L. Swanson, President, 1716 Tyler Street, N. E., Minneapolis, Minn.

University of Nebraska Student Chapter, Organized 1921.

J. E. Applegate, President; W. H. Mengel, Secretary, University of Nebraska, Lincoln, Nebr.

University of Pennsylvania Student Chapter, Organized 1920.

Charles W. Foppert, President; Fred Welchy, Secretary, University of Pennsylvania, Philadelphia, Pa.

University of Pittsburgh Student Chapter, Organized 1921.

L. W. Fletcher, President; J. M. Daniels, Secretary, University of Pittsburgh, Pittsburgh, Pa.

University of Texas Student Chapter, Organized 1921.

W. H. D. Taylor, President; Phil M. Ferguson, Secretary, 2505 Guadalupe Street, Austin, Tex.

University of Washington Student Chapter, Organized 1921.

G. B. Richardson, President; G. E. Large, Secretary, 4518 Eleventh Avenue, N. E., Seattle, Wash.

University of Wisconsin Student Chapter, Organized 1921.

Herbert Wheaton, President; Olaf N. Rove, Secretary, University of Wisconsin, Madison, Wis.

Virginia Military Institute Student Chapter, Organized 1921.

Benjamin F. Parrott, Secretary, Virginia Military Institute, Lexington, Va.

Washington University Collimation Club Student Chapter, Organized 1920.

William D. Rolfe, President; Erwin Bloss, Secretary, Washington University, St. Louis, Mo.

West Virginia University Student Chapter, Organized 1921.

J. E. Wheeler, President; Milton Jarrell, Secretary, 113 Beverly Avenue, Morgantown, W. Va.

Yale University Student Chapter, Organized 1921.

W. S. Moore, President; T. T. McCrosky, Secretary, Sheffield Scientific School, Yale University, New Haven, Conn.

PRIVILEGES OF ENGINEERING SOCIETIES EXTENDED TO MEMBERS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Members of the American Society of Civil Engineers will be welcome in the Reading Rooms and at the meetings of many engineering societies in all parts of the world. A list of such societies will be found on pages 48, 49, and 50 of the Year Book of the Society for 1921.

NEW BOOKS*

(From November 1st to November 30th, 1921)

The statements made in these notices are taken from the books themselves, and this Society is not responsible for them.

DONATIONS TO ENGINEERING SOCIETIES LIBRARY

DIAGNOSING OF TROUBLES IN ELECTRICAL MACHINES.

By Miles Walker. Lond. and N. Y., Longmans, Green and Co., 1921. 450 pp., diagrams, 10 x 7 in., cloth. $10.50.

During the last thirty years the author of this book has had a great many troubles in connection with electrical machinery brought to his notice, many of which were difficult to diagnose and correct. He here attempts to record his experience in logical order, to assist others when dealing with similar troubles. The book discusses troubles due to defective insulation, over-heating, low efficiency, and those peculiar to alternating and direct-current generators and motors, synchronous converters, motor generators, and induction motors. It is especially concerned with troubles in the field, not with factory tests.

CENTRAL STATION RATES IN THEORY AND PRACTICE.

By H. E. Eisenmenger. Chic., Frederick J. Drake & Co., 1921. 382 pp., illus., 7 x 5 in., fabrikoid.

A textbook for students of electric rates, intended to meet the needs of both beginners and experts. Discusses the cost of electric service, its price, systems of charging, rate analysis, the accuracy of rates, and public regulation of public utilities. Appeared serially in the *Electrical Review.*

STEAM ENGINE VALVES AND VALVE GEARS.

By E. L. Ahrons. (Technical Primers.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 112 pp., illus., 6 x 4 in., cloth. 85 cents.

This primer gives, in an elementary form, a concise description of the usual forms of steam engine valves and valve gears, and an explanation of their action.

STEAM ROAD VEHICLES.

By L. M. Meyrick-Jones. Second Edition. Lond., Iliffe & Sons, Ltd. 213 pp., illus., 8 x 6 in., cloth. 5 Shillings.

This book is intended to provide an explanation of the theory and practice of steam road transport, suited to the needs of owners and as an instruction book for drivers and mechanics. Its twenty-eight chapters describe the principles involved in the generation of steam and the construction of the various units that make up the vehicle. This edition has been revised and enlarged. The practice described is exclusively British.

MECHANICAL PRINCIPLES OF THE AEROPLANE.

By S. Brodetsky. N. Y., The Macmillan Co., 1921. 272 pp., illus., 10 x 6 in., cloth. $7.00.

Section One, "Motion in Air", contains a brief statement of the general theory of resisted motion and a discussion of the dynamics of a body moving in air, and the theory of steady flight, which indicates what it is that aerodynamical research must investigate. In Section Two, "Dynamics of Air", the hydrodynamical method of attacking the problem is set forth, and in Section Three, "Aeroplane Motion", theoretical and experimental results are applied to the steady flight and stability of æroplanes, followed by an account of the motion of a disturbed æroplane. The treatment is confined to the mathematical parts of these problems.

LES COMBUSTIBLES LIQUIDES ET LEURS APPLICATIONS.

By the Syndicat d'Applications Industrielles des Combustibles Liquides. Paris, Gauthier-Villars et Cie., 1921. 621 pp., illus., 6 x 4 in., cloth.

This handbook, published by an association of French companies interested in the production and use of liquid fuel, has been prepared as a practical guide to users and dealers It includes the regulations governing the importation and use of liquid fuels, insurance laws, brief descriptions of the chief oil-producing countries, the principal fuel oils and lubricants, and methods for testing them. Descriptions of the leading French types of internal combustion engines, furnaces, and boilers are given, as well as directions for storing and shipping oil. The final section consists of conversion tables and coefficients.

* Unless otherwise specified, books in this list have been donated by the publishers.

POWER'S PRACTICAL REFRIGERATION.

Compiled by the Editorial Staff of *Power*. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 283 pp., illus., tab., 8 x 6 in., fabrikoid. $2.00.

A volume dealing with the practice of refrigeration, but also including the laws governing its production. Chiefly made up of articles that have appeared in *Power* and have proven of particular value to those operating refrigerating plants.

MECHANICAL HANDLING OF GOODS.

By C. H. Woodfield. (Technical Primers.) Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 116 pp., illus., 6 x 4 in., cloth. $.85.

The object of this book is to set forth sufficient information on the handling of goods and material to enable the uninitiated to understand the methods and equipment used and appreciate the economic possibilities of dealing with goods by mechanical methods.

CONDENSED CATALOGUES OF MECHANICAL EQUIPMENT.

Published by the American Society of Mechanical Engineers. Eleventh Annual Volume, October, 1921. 932 pp., illus., 9 x 6 in., cloth. $4.00.

The eleventh issue of this convenient collection of commercial data on mechanical equipment and the accompanying directories of manufacturers and consulting engineers follows the form of preceding editions. It has, however, been enlarged considerably and revised carefully. The firms listed number 4 000, under 3 000 classes, and 495 of these have published data about their products in the book. The number of consulting engineers is 1 000, classified under 400 lines of specialization.

DIE FÖRDERUNG VON MASSENGUTERN; VOL. 1

By Georg von Hanffstengel. Berlin, Julius Springer, 1921. 306 pp., illus., 9 x 6 in., cloth. 234 marks.

This volume of the third edition of this useful treatise deals with belt, chain, bucket, screw, spiral, pneumatic, and hydraulic conveyors, together with some minor types. The text is practical as well as theoretical, and covers modern practice very thoroughly. The work has been thoroughly revised.

MACHINE DRAWING.

By Carl L. Svensen. N. Y., D. Van Nostrand Co., 1921. 214 pp., illus., 9 x 6 in., cloth. $2.25

This textbook is intended for students who have had previous instruction in mechanical drawing and is intended to develop an understanding of the relation of machine drawing to engineering. It includes a complete treatment of working drawings, drafting-room practice, a chapter on the principles and practice of dimensioning, a study of the common machine details, jigs, and fixtures, and a large collection of problems.

BLEACHING.

By S. H. Higgins. (Publications of the University of Manchester, No. 142.) Manchester, University Press; Lond. and N. Y., Longmans, Green & Co., 1921. 137 pp., 9 x 6 in., cloth. $3.75.

The idea of this volume is not to give an account of the subject of bleaching, but to act as a supplement to other books, of which there are many, dealing with this industry. The author's intention has been to discuss the important researches of recent years bearing on bleaching as a basis for further research.

NOS USINES METALLURGIQUES DEVASTEES, 1914-1918.

Paris, La Revue de Métallurgie, 1921. 233 pp., illus., 11 x 9 in., paper. 25 francs.

This book has been prepared as a memorial of the ruin wrought on the metallurgical works of France by the invading Germans. An introduction by Prof. Léon Guillet describes the general losses of the country, the influence of the invasion on the metallurgical industry, and the reaction of French metallurgists to the challenge. Other engineers report in detail on the condition of eighteen of the most important plants before the World War and when returned after the armistice. Three hundred photographs accompany these reports and show, more vividly than words, the thoroughness of the destruction. The volume is a most interesting record of depredation.

CHEMICAL WARFARE.

By Amos A. Fries and Clarence J. West. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 445 pp., illus., 8 x 6 in., cloth. $3.50.

The story of the Chemical Warfare Service of the Army during the World War, written to serve as a history of that service and also to serve as a textbook covering the fundamental facts, for the Army, the reserve officer, and the chemist.

OIL-FIELD PRACTICE.

By Dorsey Hager. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 310 pp., illus., diagrams, 7 x 5 in., fabrikoid. $3.00.

The subjects treated in this volume are the acquisition of lands, development drilling, development production methods, transportation, storage, fires, avoidable wastes and losses, refining methods, valuation and buying, and general observations on the industry. The Appendix contains sample forms for records, useful tables, and a glossary. The book presents American methods of developing oil properties and is intended to give an intelligent insight into the petroleum industry as a whole. To a certain extent it supplements the author's earlier work, "Practical Oil Geology".

MINING PHYSICS AND CHEMISTRY.

By J. W. Whitaker. Lond., Edward Arnold & Co., 1921. 268 pp., diagrams, tab., 7 x 5 in., cloth. $3.00. (Gift of Longmans, Green & Co.)

This introductory textbook includes the chemical and physical knowledge needed by an underground miner or official, particularly those working in collieries. Questions of ventilation, spontaneous ignition, explosions and explosives, waters, mine gases, and other subjects of like importance are treated in simple language.

HANDBOOK FOR FIELD GEOLOGISTS.

By C. W. Hayes. Third Edition, Revised and Rearranged by Sidney Paige. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 166 pp., illus., 7 x 5 in., fabrikoid. $2.50.

This manual, of convenient pocket size, contains a concise summary of the methods and instruments that experience has shown to be most useful in field work, together with outlines and schedules covering investigations in the several fields of geology, such as the interpretation of land forms, glaciers, and glacial deposits, metalliferous deposits, etc. This edition has been revised and an appendix on mineralogy has been added.

MANUAL OF DETERMINATIVE MINERALOGY.

By Charles H. Warren. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 163 pp., 7 x 5 in., fabrikoid. $2.00.

This manual has been prepared to enable the student to supplement his descriptive text and crystallography with a relatively inexpensive, but satisfactory determinative text. It represents the course given in the Massachusetts Institute of Technology, and has been thoroughly tested by use for several years.

ELEKTRISCHE FÖRDERMASCHINEN.

By W. Philippi. Leipzig, S. Hirzel, 1921. 304 pp., illus., 9 x 6 in., paper.

The use of electric hoisting machinery in mining is covered from several viewpoints, mechanical, electrical, and economic, with special stress on the last aspect of the question. The question, whether electric hoisting shall be adopted for a given mine, is the one most discussed.

COKE-OVEN AND BY-PRODUCT WORKS CHEMISTRY.

By Thomas Biddulph-Smith. Lond., Charles Griffin & Co., Ltd.; Phila., J. B. Lippincott Co., 1921. 180 pp., illus., pl., 9 x 6 in., cloth. $7.00.

This concise manual of methods of chemical analysis is intended to cover the general work required for the chemical control of by-product coking plants, and is designed for works managers and chemists. The value of the book is enhanced by an appendix giving a general survey of the nature of the more valuable and also the lesser known substances obtainable by distilling coal tar.

EARLY SCIENCE IN OXFORD: PART 1: CHEMISTRY.

By R. T. Gunther. Lond., Hazell, Watson and Viney, Ltd., 1920. 91 pp., illus., pl., 8 x 6 in., paper. $3.50. (Gift of Oxford University Press, American Branch.)

This account of early study of chemistry at Oxford traces the story from its beginnings, with Roger Bacon in 1214, down to the early Nineteenth Century. It is the first attempt to bring together such scattered information as is relevant to a fuller history of the progress of science, and will be followed by parts treating of other branches. An interesting account is given of early Oxford chemists, of their laboratories, and their apparatus.

FOUNDATIONS OF CHEMICAL THEORY.

By R. M. Caven. N. Y., D. Van Nostrand Co., 1921. 266 pp., diagrs., 9 x 6 in., cloth. $4.00.

This work endeavors to disclose the foundations of chemistry and make them plain and real to the average student, without bewildering him by including the multitudinous array of facts presented by the science. The author hopes that the book will also give the general reader a satisfactory account of the meaning of modern chemistry.

CHEMICAL DISINFECTION AND STERILIZATION.

By Samuel Rideal and E. K. Rideal. Lond., Edward Arnold & Co., 1921. 313 pp., 9 x 6 in., cloth. $7.50. (Gift of Longmans, Green and Co.)

This book collects and summarizes some of the more important applications of general methods for the sterilization of food, air, and water, for public and private disinfection, for extirpating non-bacterial parasites, and for preserving wood. It also describes the various chemicals used in disinfection, and methods for their analysis and testing. Numerous bibliographies are included, forming a useful brief summary of the scattered literature of a wide field.

ORGANIC SYNTHESES; Vol. 1.

Roger Adams, Editor-in-Chief. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 84 pp., illus., 9 x 6 in., cloth. $1.50.

The first of a series of annual volumes devoted to the publication of accurate, detailed descriptions of the most convenient laboratory methods for preparing organic chemicals in small lots. The chemicals included will be selected from those needed in research laboratories. The series is designed to overcome the difficulty experienced by chemists during and since the war, when the less common chemicals formerly obtained from Germany can no longer be had, except at prohibitive prices.

ELECTRONS AND ETHER WAVES,

Being the Twenty-Third Robert Boyle Lecture. By Sir William Bragg. Lond. and N. Y., Oxford Univ. Press, 1921. 14 pp. 9 x 6 in., paper. 45 cents.

This address is concerned with one of the outstanding problems in physics, the connection between ether waves and electrons and the relation between the wave length of the ether radiations and the velocity of the ejected electrons. The lecture gives a non-mathematical account of present information on the matter.

PHYSICAL PROPERTIES OF COLLOIDAL SOLUTIONS.

By E. F. Burton. (Monographs in Physics.) Second Edition. Lond. and N. Y., Longmans, Green and Co., 1921. 221 pp., illus., 9 x 6 in., cloth. $4.25.

This outline of the study of colloidal solutions has to do particularly with their relation to the development of physics. For this reason an extended treatment is given of the development of the ultra-microscope and the confirmation of the kinetic theory of matter by the Brownian movement. In this new edition the book has been thoroughly revised and partly rewritten.

GRAPHICAL METHODS.

By William C. Marshall. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 253 pp., charts, 9 x 6 in., cloth. $3.00.

A general treatise on the construction and use of graphical charts. Includes charts intended to appeal to the general public, those of interest to executives, and those intended to facilitate engineering and scientific calculations. Gives many examples of the application of charts to a great variety of purposes and contains an extensive bibliography of published charts.

ELEMENTS D'ANALYSE MATHEMATIQUE.

By Paul Appell. Fourth Edition. Paris, Gauthier-Villars et Cie., 1921. 715 pp., 10 x 7 in., paper. 65 fr.

This textbook of the elements of mathematical analysis pays particular attention to the use of analysis in geometry, physics, and mechanics, and is intended for engineers and physicists. Numerous examples of the applications of analysis are included, and all theories are illustrated by application to particular cases. This edition has been revised throughout and extended considerably.

ANNALS OF THE AMERICAN ACADEMY OF POLITICAL AND SOCIAL SCIENCE,

May, 1920; Vol. 89, No. 178. 289 pp., 9 x 6 in., paper. $1.25.

This volume of essays discusses the economic significance of present-day prices, price factors in typical commodities, wages, profits and excess profits taxes, products, co-operation, international finance and trade in their relation to prices, inflation and prices, and the world's monetary problems. The papers included are by well-known economists, business men, and engineers.

EMPLOYMENT MANAGEMENT, WAGE SYSTEMS AND RATE SETTING.

N. Y., The Industrial Press, 1921. 103 pp., 9 x 6 in., paper. $1.00.

This concise description of systematic methods of employing and placing men, and of wage payment systems, is based on articles that have appeared in *Machinery*, describing the practice in the Westinghouse Electric and Manufacturing Company, R. K. LeBlond Machine Tool Company, Norton Company, and other manufacturing plants.

PROFIT-SHARING BY AMERICAN EMPLOYERS:

A Report of the Profit-Sharing Department of the National Civic Federation. N. Y., E. P. Dutton & Co., 1921. 416 pp., 8 x 5 in., cloth. $8.00.

The first edition of this book, published in 1916 by The National Civic Federation, was based on analyses of more than two hundred plans for profit-sharing in use in the United States. It was intended to present testimony, from managers of manufacturing establishments, concerning the success and failure of such plans. This edition is practically a new book, as much of the former material has been omitted and numerous additions have been made, enlarging the book and bringing it up to 1919.

WASTE IN INDUSTRY.

By the Committee on Elimination of Waste in Industry of the Federated American Engineering Societies. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 409 pp., charts, tab., 9 x 6 in., cloth. $4.00.

This committee of seventeen engineers was appointed in January, 1921, by Herbert C. Hoover, M. Am. Soc. C. E., first President of the Federated American Engineering Societies. It was instructed to gather quickly concrete information that might stimulate action on the elimination of waste and lay the foundation for further study. The present report is an analysis of waste in six typical branches of industry (building industry, men's clothing manufacturing, shoe manufacturing, printing, metal trades, textile manufacturing), based on five months of intensive study, carefully planned, and rapidly executed. It discloses losses and waste due to the restraint and dissipation of the creative power of those who work in industry, and presents for the first time a collective endorsement of a general analysis of the sources and causes of waste and recommendations for its elimination.

COTTON INDUSTRY IN FRANCE.

By R. B. Forrester, Lond., and N. Y., Longmans, Green & Co., 1921. 142 pp., map, 9 x 6 in., cloth. $3.75.

This study was undertaken to provide an account of the conditions prevailing in the industry in France, to point out the characteristic features of recent development, and to contrast its position with that of the cotton industry in other countries. The material having been collected in 1910, 1911, and 1912, the report is essentially a picture of the conditions existing in 1914, but a discussion of post-war conditions is appended.

FOREST MENSURATION.

By Herman Haupt Chapman. N. Y., John Wiley & Sons, Inc.; Lond., Chapman & Hall, Ltd., 1921. 553 pp., illus., 9 x 6 in., cloth. $5.00.

This text is a thorough discussion of the measurement of the volume of felled timber in the form of logs or other products, of the volume of standing timber, and of the growth of trees, stands of timber, and forests. It is designed for students, purchasers, and owners of timber lands and timber operators. The work, the author states, is the successor of Graves' "Forest Mensuration", but is an entirely new presentation of the subject, not a revision of that book.

INVENTION THE MASTER-KEY TO PROGRESS.

By Bradley A. Fiske. N. Y., E. P. Dutton & Co., 1921, 356 pp., illus., 8 x 6 in., cloth. $4.00

The thesis of this author is that invention, acting through literature, science, art, war, and the other activities of men, has initiated all creative human progress; and his book is an interesting account of what inventors have accomplished through the ages, and a forecast of what may be done in the future, if the art of invention is properly fostered.

SPECIAL LIBRARIES DIRECTORY.

Edited by Dorsey W. Hyde, Jr. Wash., Special Libraries Assoc., 1921. 123 pp., 9 x 6 in., paper. $2.00.

This directory is a comprehensive survey of the specialized collections of literature on various subjects in the United States. More than 1 300 libraries belonging to universities, societies, business houses, and other agencies are listed, with their location, rules for use, and brief accounts of their resources. The list is arranged by subject and also geographically. Many of these libraries are concerned with engineering and allied subjects. The list will prove valuable to research students, in indicating sources of information.

RAILWAY SIGNALING.

By Everett Edgar King. N. Y. and Lond., McGraw-Hill Book Co., Inc., 1921. 371 pp., illus., diagrams, 9 x 6 in., cloth. $4.00.

The purpose of this book is to collect what is already in common practice in railway signaling and to present it in textbook form, suitable for use by those beginning the study of this subject. The volume discusses signal indications, interlocking, block signaling, signal mechanisms, and highway-crossing signals.

CENTRIFUGAL PUMPS.

By J. W. Cameron. Lond., Scott, Greenwood & Son, 1921. 142 pp., illus., 9 x 6 in., cloth. $3.75. (Gift of D. Van Nostrand Co.)

This small book discusses the theory of these pumps, hydraulic losses, hydraulic efficiency, bearings, effect of vane angle on efficiency, pump details, axial thrust balancing, calculation and design of pumps, and commercial types. The work is intended for engineers and draftsmen.

VORUNTERSUCHUNG UND BERECHNUNG DER GRUNDWASSERFASSUNGSANLAGEN.

By J. Versluys. München, R. Oldenbourg, 1921. 40 pp., 9 x 5 in., paper. 7.50 marks.

The author of this pamphlet was in charge, from 1915 to 1919, of the hydrological investigations and calculations relating to the potable water supply carried on by the Government of Holland. The procedures adopted have been presented in various reports published in the Dutch language, and he here presents, in brief form, the principles on which the work was based. These principles are directly applicable to the problem which the hydrologist has to consider in the storage of ground-water, and outlines are given for the more usual calculations.

PORT OF NEW YORK ANNUAL.

Compiled and Edited by Alexander R. Smith, N. Y., Smith's Port Publishing Co., Inc., 1920. 526 pp., illus., 11 x 8 in., cloth. $5.00.

The information here presented will be of interest to merchants and shippers generally, for it covers the port of New York in a large way, and discusses its problems from many angles. The present and proposed facilities in the various Boroughs of New York and in Newark and Jersey City are described with considerable detail. Information is also given on railroad and canal connections to the port, on the Hudson River vehicular tunnel, and similar facilities. There is also a large amount of statistical information on port matters, both maritime and economic.

TIDAL POWER.

By A. M. A. Struben. Lond. and N. Y., Sir Isaac Pitman & Sons, Ltd., 1921. 115 pp., diagrams, 6 x 4 in., boards. 85 cents.

This little book is intended to stimulate interest in a field that is likely to attract attention in the near future. It indicates some of the possibilities, the difficulties that are found, and the systems that have been proposed.

DONATIONS TO THE READING ROOM

A MANUAL OF THE PRINCIPAL INSTRUMENTS

Used in American Engineering and Surveying. Manufactured by W. & L. E. Gurley. Forty-Eighth Edition. Troy, N. Y., W. & L. E. Gurley, 1921. 333 pp., 6½ x 4½ in., cloth. $1.00.

In presenting this edition of their Manual, the publishers state that it is primarily a book of instruction in the adjustment and use of field instruments. Simplicity of expression has been sought, and no attempt has been made at treatises which are more properly to be found in technical publications. They offer the Engineering Profession many new field instruments, new features, and refinements, resulting from continuous effort and study for a period of 75 years.

L'EFFORT DU RESEAU DU NORD,

Pendant et après la Guerre. Par M. Javary. Lille, L. Danel, 1921. 124 pp., 9½ x 6½ in., paper. (Presented by William Barclay Parsons, M. Am. Soc. C. E.)

This book gives an account of the work done by the Northern Railways of France, during and after the World War, and their plans for the future. It was written on the presentation of the Gold Medal of the Société Industrielle du Nord de la France, to the Compagnie du Nord, in appreciation of work accomplished in the rehabilitation of the devastated regions.

THE BUILDING ESTIMATOR'S REFERENCE BOOK.

By Frank R. Walker, Affiliate Am. Soc. C. E. Fourth edition. Chic., Frank R. Walker Co., 1921. 2 931 pp., illus., diagrams, 6⅝ x 4½ in., leather. $10.00.

In the sub-title of the book, the author states that it is a practical and thoroughly reliable reference book for contractors and estimators, engaged in estimating the cost of and constructing all classes of modern buildings, giving the labor costs and methods used in the erection of some present-day structures, together with all the necessary material and labor quantities entering into the cost of all classes of buildings.

HANDBOOK DESCRIBING BERLOY BUILDING MATERIALS,

Compiled by Building Materials Division, Engineering Department of the Berger Manufacturing Co. Canton, Ohio, Berger Manufacturing Co., copyright 1921. 404 pp. $6\frac{5}{8}$ x $4\frac{1}{2}$ in., cloth. $2.00.

This book is intended for the use of architects and engineers in designing and detailing of metal lumber joist and stud construction, as well as reinforced concrete, and other fire-resistive structures, involving the use of Berloy pressed steel structural sections, floor-cores, rib-plex, lath, centering, and reinforcing plates.

DOCK AND LOCK MACHINERY:

A Technical Manual. By W. Henry Hunter, M. Am. Soc. C. E. Lond., Constable & Co., Ltd., 1921. 207 pp., diagrams, plates, $8\frac{5}{8}$ x $5\frac{1}{2}$ in., cloth. (Gift of James A. Orrell, Assoc. M. Am. Soc. C. E.)

In these pages, the author has traced the evolution of the various kinds of mechanical devices, which have been and are being provided to facilitate the transport of floating craft of any type and size from one waterway to another, including the gates, sluices, gear, etc., to their modern forms. The book contains, in a collected form, information which is otherwise scattered, and not easily accessible, and an endeavor has been made to insure accuracy of description, as well as of historical statement. Where opinions have been expressed, they have been based not only on precedent, but on personal experience.

MEMBERSHIP

(From November 2d to December 6th, 1921)

ADDITIONS

MEMBERS		Date of Membership.
ADAMS, EDWIN LEARNED. Gen. Supt., Pipe Line Co. and General Petroleum Corporation, 1003 Higgins Bldg., Los Angeles, Cal.	Assoc. M. M.	Aug. 31, 1915 Nov. 21, 1921
BALDWIN, FRANCIS NEAL. Bridge and Bldg. Supervisor, Tex. & Pac. Ry., Denton, Tex.	Assoc. M. M.	April 1, 1914 Nov. 21, 1921
BROWN, ROBERT. Supt. of Constr., Magnolia Petroleum Co., Dallas, Tex.		Nov. 21, 1921
BUMP, ARCHIE EDMUND. 41 Melville Ave., Dorchester 24, Mass.		Sept. 12, 1921
BUTLER, WILLIAM PARKER. Cons. Engr., Southern Surety Co., 406 Independent Life Bldg., Nashville, Tenn.	Assoc. M. M.	Nov. 27, 1917 Nov. 21, 1921
CARBERRY, RAY SHEPPARD. Supt., Imperial Water Co., No. 1, Imperial, Cal.	Assoc. M. M.	Mar. 4, 1908 Nov. 21, 1921
CRANFORD, FREDERICK LOUD. Pres. and Treas., Frederick L. Cranford, 149 Remsen St., Brooklyn, N. Y.		Nov. 21, 1921
DANA, ALLSTON. Asst. Engr. of Design, Delaware River Bridge Joint Comm., 818 Widener Bldg., Philadelphia, Pa.		Nov. 21, 1921
ENGER, MELVIN LORENIUS. Prof., Mechanics and Hydraulics, Univ. of Illinois, 204 Eng. Hall, Urbana, Ill.		Nov. 21, 1921
FAUCETTE, WILLIAM DOLLISON. Chf. Engr., Seaboard A. L. Ry., 1228 Royster Bldg., Norfolk, Va.	Jun. Assoc. M. M.	Jan. 6, 1903 May 7, 1913 Oct. 12, 1921
GARMAN, HARRY OTTO. Chf. Engr., Public Service Comm. of Indiana, 2062 North Meridian St., Indianapolis, Ind.	Jun. Assoc. M. M.	Feb. 28, 1905 Oct. 7, 1908 Nov. 21, 1921
GRUNSKY, EUGENE LUCIUS. Cons. Engr. (C. E. Grunsky Co.), 57 Post St., San Francisco, Cal.	Assoc. M. M.	Nov. 3, 1915 Nov. 21, 1921
HUNTER, HARRY GRIFFITH. Asst. Engr., Harrington, Howard & Ash, 1012 Baltimore Ave. (Res., 101 Rock Spring Rd.), Kansas City, Mo.	Assoc. M. M.	May 31, 1916 Nov. 21, 1921
JOHNSTON, HARRY VESTER. Cons. Engr., 879 Monadnock Bldg., San Francisco, Cal.		Sept. 12, 1921
LANG, PHILIP GEORGE, JR. Engr. of Bridges, B. & O. R. R., 1300 B. & O. Bldg., Baltimore, Md.	Assoc. M. M.	Oct. 3, 1911 Nov. 21, 1921
MCELROY, JAMES ALOYSIUS. City Engr., City Hall, Bridgeport, Conn.		Nov. 21, 1921
MCENTEER, FRANK DUFF. Pres. and Gen. Mgr., Concrete Steel Bridge Co., Clarksburg, W. Va.		Nov. 21, 1921
MYERS, ERNEST LINDLEY. Cons. Engr. (Myers & Noyes), 311 Deere Bldg., Dallas, Tex.	Assoc. M. M.	Nov. 28, 1916 Nov. 21, 1921
MYERS, WILLIAM KURTZ. Valuation Mgr., Philadelphia Rapid Transit Co. and International Ry., 820 Dauphin St. (Res., 210 East Highland Ave., Chestnut Hill), Philadelphia, Pa.		Nov. 21, 1921
PARKER, JAMES LAFAYETTE. Bridge Engr., State Highway Dept., Columbia, S. C.	Jun. Assoc. M. M.	April 2, 1907 May 3, 1910 Nov. 21, 1921

MEMBERS (*Continued*)

		Date of Membership.
PECK, LEON FRIEND. Supt., Dept. of Streets, Municipal Bldg., Hartford, Conn.	Assoc. M. M.	Sept. 2, 1914 Nov. 21, 1921
PINNER, GUY. Care, American Consulate, Cartegena, Colombia.	Assoc. M. M.	Nov. 12, 1913 Oct. 12, 1921
PRESTON, GEORGE HENRY. Acting Engr., Turner Constr. Co., 244 Madison Ave., New York City (Res., 131 Belleville Ave., Bloomfield, N. J.)	Assoc. M. M.	April 4, 1911 Nov. 21, 1921
RICE, GUY WICKLIFFE. Asst. Gen. Mgr. and Chf. Engr., California Southern R. R., Blythe, Cal.	Assoc. M. M.	Nov. 3, 1910 Nov. 21, 1921
SCHAEFER, CHARLES HENRY. Contr. Engr., U. S. Structural Co., Inc., 841 Broadway, New York City (Res., 4824 Marvine St., Philadelphia, Pa.)		Nov. 21, 1921
SHERIDAN, LAWRENCE VINNEDGE. Executive Secy., City Planning Comm., Indianapolis, Ind.	Jun. Assoc. M. M.	Mar. 5, 1912 Dec. 6, 1915 Nov. 21, 1921
STEESE, JAMES GORDON. Pres., Alaska Road Comm., Juneau, Alaska	Jun. Assoc. M. M.	Aug. 31, 1909 Dec. 3, 1913 Sept. 12, 1921
SWEENY, FRANCIS RAYMOND IZLAR. Cons. and Const. Engr. (Sanders & Sweeny), Box 18, Anderson, S. C.		Nov. 21, 1921
WEBSTER, MAURICE ANDERSON. With Wm. Steele & Sons Co., 243 Winona Ave., Germantown, Philadelphia, Pa.	Jun. Assoc. M. M.	Sept. 2, 1914 May 15, 1917 Nov. 21, 1921
WILLIAMS, JACOB PAUL JONES. 86 Elm St., Flushing, N. Y.	Assoc. M. M.	July 1, 1909 Nov. 21, 1921
WILLIAMSON, JOHN FURROW. 614 West Boone St., Piqua, Ohio		June 6, 1921
YOUNG, STELL KAY. Secy. and Chf. Engr., Upper Scioto Conservancy Dist., Kenton, Ohio	Assoc. M. M.	Nov. 25, 1919 Nov. 21, 1921

ASSOCIATE MEMBERS

ADAMS, THOMAS PATTON. Asst. Supt. of Constr., Stone & Webster, Inc., 1701 F. & M. National Bank Bldg., Fort Worth, Tex.		Nov. 21, 1921
ARNOLD, FRANK PALMER. Asst. Engr., West Virginia State Road Comm., 43 California Pl., Charleston, W. Va.	Jun. Assoc. M.	Sept. 9, 1919 Nov. 21, 1921
BALLARD, WILSON TURNER. Asst. Civ. Engr., Paving Comm., City of Baltimore, 1622 Mount Royal Ave., Baltimore, Md.		Nov. 21, 1921
BERNS, MAX ARNOLD. Publicity Mgr., Universal Portland Cement Co., 210 South La Salle St., Chicago, Ill.		Nov. 21, 1921
BROCKMEYER, EDWIN JOHN. Engr., J. P. Jamieson, 800 Security Bldg., St. Louis, Mo.		Oct. 10, 1921
BURTNER, GEORGE ROBERT. Asst. County Engr., 2003 Walworth St., Greenville, Tex.		Oct. 10, 1921
CAMPBELL, HENRY BOWERS. Hydrographic and Geodetic Engr., U. S. Coast and Geodetic Survey, Parishville, N. Y.		Oct. 10, 1921
CARMAN, ARTHUR ADAM AUGUSTINE. Cons. Engr., 280 Madison Ave., New York City (Res., 2107 Bedford Ave., Brooklyn, N. Y.)		Nov. 21, 1921
CECIL, NEIL MCCOMAS. Care, Don Pedro Dam, Turlock, Cal.		Oct. 10, 1921

ASSOCIATE MEMBERS (*Continued*)

Name and Address	Grade	Date of Membership.
CONSTANT, CLYDE STANLEY. Supt. and Engr., The Kaw Paving Co., 616 New England Bldg., Topeka (Res., 743 Rhode Island St., Lawrence), Kans.	Jun. Assoc. M.	Oct. 14, 1919 Nov. 21, 1921
COOK, ARTHUR T. Chf. Engr., Santiago Min. Co., Casilla 83-D, Santiago, Chile		Sept. 12, 1921
COOK, HOLTON. Res. Engr., Dept., State Roads and Highways of Kentucky, Smithland, Ky	Jun. Assoc. M.	Aug. 31, 1915 Oct. 10, 1921
COTTON, HAROLD ALONZO. Care, Director of Coast Surveys, U. S. Coast and Geodetic Survey, Manila, Philippine Islands		June 6, 1921
DAVIS, ROBERT WAITE. Res. Engr., State Highway Comm., Slidell, La.		Nov. 21, 1921
DAVIS, THOMAS MARSH. Highway Engr., U. S. Bureau of Public Roads, 246 East 53d St., Portland, Ore		Nov. 21, 1921
DOERR, CHARLES WILLIAM. Asst. Engr., Erecting Dept., Am. Bridge Co., Frick Bldg., Pittsburgh (Res., 28 Terrace Ave., Emsworth, Bellevue P. O.) Pa.	Jun. Assoc. M.	Aug. 31, 1915 Oct. 10, 1921
EVANS, CHARLES DORMAN. Cons. Engr., 311 Levy Bldg., Shreveport, La.		Mar. 7, 1921
EWIN, JAMES PERKINS. Chf. Engr., Doullut & Williams Co., Inc., 816 Howard Ave., New Orleans, La.	Jun. Assoc. M.	April 16, 1918 Nov. 21, 1921
FICKES, EUGENE WELDON. Asst. Engr., John H. Wickersham, 110 Ruby St., Lancaster, Pa	Jun. Assoc. M.	Sept. 11, 1917 Sept. 12, 1921
FOSTER, HOWARD LESLIE. Asst. Engr., Lockwood, Greene & Co., 4073 Pingree Ave., Detroit, Mich.	Jun. Assoc. M.	April 19, 1920 Nov. 21, 1921
FROST, HARRY EDWIN. 30 Buckmenster St., Suite 9, Allston, Mass.		Sept. 12, 1921
FUGITT, LEROY BURROWS. Asst. Engr. of Constr., Kansas City Bridge Co., 510 Orear-Leslie Bldg., Kansas City, Mo		Nov. 21, 1921
GALBRAITH, ALAN LOVE. Civ. Engr., State Electricity Comm. of Victoria, 30 William St., Melbourne, Victoria, Australia		June 6, 1921
HARGETT, FREDERICK LOUIS. Supt. of Constr., J. A. Burt, Mineral Springs, Ark.		Nov. 21, 1921
HIET, MELVIN EMERSON. County Engr., Pawnee and Nowata Counties, Box 791, Nowata, Okla		Nov. 21, 1921
HOLTMAN, DUDLEY FRANK. Constr. Engr., National Lumber Mfrs. Assoc., 721 Southern Bldg., Washington, D. C		Nov. 21, 1921
HOOPER, ELMER GUY. Asst. Prof., Civ. Eng., New York Univ., 181st St. and University Ave., New York City		Nov. 21, 1921
JOHNSON, ALGOT FERDINAND. 809 First National Soo Line Bldg., Minneapolis, Minn.		Nov. 21, 1921
KEAST, SCHUYLER SHELDON ALBERT. Asst. Engr., Dept. of City Transit (Res., 1615 Mentor St., Logan), Philadelphia, Pa.		Nov. 21, 1921
KELLAM, FRED. Testing Engr., Indiana State Highway Comm., 510 West Market St., Indianapolis, Ind		Oct. 10, 1921
KELLY, JAMES MICHAEL. 2017 South 66th St., Philadelphia, Pa.		Nov. 21, 1921
LANE, HERRICK JOHNSON. Office Engr., Doullut & Williams Co., Inc., 816 Howard Ave., New Orleans, La		Nov. 21, 1921
LANCET, KENNETH EARL. 2358 Broadway, Indianapolis, Ind.		Nov. 21, 1921
LIVESAY, WALLACE BRIGHT. Chf. Draftsman, Port Neches Plant of The Texas Co., Port Neches, Tex		Nov. 21, 1921

ASSOCIATE MEMBERS (*Continued*)	Date of Membership.
LOVELL, CHARLES WILLIAM. Res. Engr., Dept., State Roads and Highways, 968 South 2d St., Louisville, Ky.	Nov. 21, 1921
MCBRIDE, BERNARD REEVES. 917 East 5th St., Columbus, Ind.	Nov. 21, 1921
MCCOY, JOSEPH MUTH. Sales and Field Engr., Redwood Mfrs. Co., 1600 Hobart Bldg., San Francisco (Res., Red Bluff), Cal.	Nov. 21, 1921
MARION, JOHN MICHAEL. Care, A. E. Alexander, 2031 Eastern Parkway, Brooklyn, N. Y.	June 6, 1921
MATTER, LESTER DONALD. 507 Moore St., Henryetta, Okla.	June 6, 1921
MELLISH, MURRAY HOLMAN. 174 Ferry St., Malden, Mass.	Nov. 21, 1921
MEYER, HENRY RUPERT JOHN. City Engr., Box 144, Havre, Mont.	July 11, 1921
MULDROW, WILLIAM CANON. With Cascade Constr. Co., 405 Douglas Bldg., Seattle, Wash.	Sept. 12, 1921
NICHOLLS, CARROLL CLIFFORD. Res. Engr., Grant, Fulton & Leeton, 505 Bankers Life Bldg., Lincoln (Res., 2009 J St., University Place), Nebr.	Oct. 10, 1921
NISENSON, AMOS OSCAR. Civ. Engr. and Surv. (Lake & Nisenson), 9 Clinton St., Newark, N. J.	June 6, 1921
NORD, CHARLES LOUIS. 716 Dixwell Ave., New Haven, Conn.	Jan. 17, 1921
PORTER, CHARLES ROBERT. Care, The Engr., Tees Conservancy Commrs., Middlesbrough, England	Oct. 10, 1921
PORTER, HENRY CYRUS. County Highway Engr., Kleberg County, Kingsville, Tex.	Nov. 21, 1921
PRAEGER, EMIL. Structural Engr., B. G. Goodhue, 52 Stratford Rd., Brooklyn, N. Y. — Jun. / Assoc. M.	Dec. 6, 1915 / Nov. 21, 1921
RAFTER, CASE BRODERICK. Structural Engr., 1002 Hibbs Bldg., Washington, D. C.	Oct. 10, 1921
RAYMOND, LAWRENCE ELMER. Supt. of Constr. with W. L. Stoddart, Box 94, High Point, N. C.	Nov. 21, 1921
REMSEN, PETER. 802 Nineteenth St., N. W., Washington, D. C.	Nov. 21, 1921
RODGERS, WILLIAM EVANS. Contractor's Engr., for J. H. Cahill, 643 South 8th St., Louisville, Ky.	Nov. 21, 1921
ROSENTHAL, CERF. Cons. Engr. (Rosenthal & Davis), 1315 Humboldt Bank Bldg., San Francisco, Cal.	Nov. 21, 1921
SARVIS, FRED WHITE. County Engr., Shelby County, Harlan, Iowa	Oct. 10, 1921
SHRIVER, RAY OTTO. Municipal Contr. (C. H. Everett Co.), 201 W. S. 5th St., Newton, Kans.	Nov. 21, 1921
STILL, JOSEPH FRANCIS. Highway Engr., Bureau of Public Roads, Dist. No. 8, U. S. Dept. of Agriculture, St. Petersburg, Fla.	Nov. 21, 1921
TALLMADGE, ALVAN BRASEE. Asst. Mgr., J. J. Morgan Co., 301 Gugle Bldg., Columbus, Ohio	June 6, 1921
THOMPSON, RALPH PENNY. Masonry Insp., Interstate Ry., Box B, Coeburn, Va.	Nov. 21, 1921
TODD, EDWARD NEWTON. 1306 West 23d St., Oklahoma, Okla.	Nov. 21, 1921
WEBER, ADOLPH GOTTIG. 2618 Cedar St., Berkeley, Cal.	Oct. 10, 1921
WIEGNER, CHAUNCEY J. Chf. Engr. of Location, Owl Drainage Dist. of Scotland and Clark Counties, Memphis, Mo.	Nov. 21, 1921

AFFILIATES

WINELL, VERN ELWOOD. Care, Thompson-Starrett Co., 51 Wall St., New York City	Nov. 21, 1921

JUNIORS.	Date of Membership.
Breuer, William, 2736 West Montgomery Ave., Philadelphia, Pa.	Nov. 21, 1921
Brown, Rex Lenoi. 300 Laboratory of Applied Mechanics, Univ. of Illinois, Urbana (Res., 809 South 1st St., Champaign), Ill.	Oct. 10, 1921
Dyer, Harry Buttorff. Draftsman, Nashville Bridge Co., 2503 Kensington Pl., Nashville, Tenn.	Nov. 21, 1921
Eastman, Edmund Madison. 239 Oak St., Atlanta, Ga.	Nov. 21, 1921
Flittner, Frank William. Eng. Dept., Standard Oil Co., 200 Bush St., San Francisco, Cal.	Nov. 21, 1921
Gorman, Sidney Silvey. Asst. Engr., J. B. Leonard, 5 State St., San Francisco, Cal.	Sept. 12, 1921
Goudey, Ray Freeman. Asst. Engr., Bureau of San. Eng., California State Board of Health, 821 Pacific Finance Bldg., Los Angeles, Cal.	Nov. 21, 1921
Hansen, Reinhold Bernhard. Office Engr., Standard Oil Co., 999 Dolores St., San Francisco, Cal.	Oct. 10, 1921
Levin, Abraham. Draftsman, Buckingham Steel Co., 679 Second Ave., New York City	Nov. 21, 1921
McGrath, William John. 460 West 150th St., New York City	Oct. 10, 1921
Spear, Carlton Jernegan. Supt. of Constr., Roger Black Co., 452 Lexington Ave. (Res., Edgartown, Mass.), New York City	Nov. 21, 1921
Storms, Harold Beekman. 350 South Third Ave., Mount Vernon, N. Y.	Nov. 21, 1921
Warner, Fayette Samuel. Sunderland, Mass.	Oct. 10, 1921
Wilbur, Lyman Dwight. 241 Frederick St., San Francisco, Cal.	Oct. 10, 1921

REINSTATEMENTS

MEMBERS	Date of Reinstatement.
Haynes, George Albert	Oct. 11, 1921

ASSOCIATE MEMBERS	
Sample, William Dwight	Nov. 9, 1920

RESIGNATIONS

MEMBERS	Date of Resignation.
Richardson, Clifford	Oct. 10, 1921

ASSOCIATE MEMBERS	
Buchanan, Nathan Booker	Dec. 31, 1920

DEATHS

Baker, William Edgar. Elected Member, June 1st, 1898; died November 7th, 1921.

Battle, John Bealie. Elected Member, October 9th, 1917; died November 6th, 1921.

Bradley, Charles Whiting. Elected Affiliate, June 19th, 1921; died January 14th, 1920.

Browne, James Simpson. Elected Associate Member, October 4th, 1893; Member July 1st, 1909; died October 22d, 1921.

BURROWS, GEORGE LORD. Elected Affiliate, February 3d, 1886; died November 9th, 1921.

CHIPLEY, DUDLEY. Elected Associate Member, September 11th, 1917; died August 20th, 1921.

FOX, *Sir* DOUGLAS. Elected Corresponding Member, June 7th, 1871; Honorary Member, March 5th, 1901; died November 13th, 1921.

GOODWYN, RICHARD TUGGLE, JR. Elected Associate Member, September 12th, 1921; died November 8th, 1921.

GRAY, SAMUEL MERRILL. Elected Member May 15th, 1872; died November 6th, 1921.

HAINS, PETER CONOVER. Elected Member, April 2d, 1890; died November 7th, 1921.

HARVIE, HENRY. Elected Associate Member, May 12th, 1919; died October 14th, 1921.

HOLMES, HOWARD CARLETON. Elected Member, November 4th, 1903; died October 30th, 1921.

PERKINS, PHILO SACKETT. Elected Junior, March 5th, 1890; Associate Member, April 3d, 1895; Member, July 11, 1921; died October 28th, 1921.

QUINTUS, JOHN CHARLES. Elected Member, January 2d, 1889; died November 27th, 1921.

RAYMOND, CHARLES WARD. Elected Junior, November 7th, 1877; Member, April 7th, 1886; died October 27th, 1921.

ROBSON, RALPH EWART. Elected Junior, October 3d, 1911; Associate Member, June 3d, 1915; died October 14th, 1921.

SCHEUERMANN, HUGO JULIUS. Elected Associate Member, December 7th, 1904; died July 20th, 1921.

WEBB, GEORGE HERBERT. Elected Member, February 1st, 1893; died November 3d, 1921.

WHISTLER, THOMAS DELANO. Elected Junior, March 5th, 1884; Member May 2d, 1888; date of death unknown.

WRENN, JAMES FRANCIS. Elected Affiliate, September 6th, 1905; died November 2d, 1921.

Total Membership of the Society, December 6th, 1921, 10 333.

MONTHLY LIST OF RECENT ENGINEERING ARTICLES OF INTEREST

(October 29th to December 1st, 1921)

NOTE.—*This list is published for the purpose of placing before the members of this Society the titles of current engineering articles, which can be referred to in any available engineering library, or can be procured by addressing the publication directly, the address and price being given wherever possible.*

LIST OF PUBLICATIONS

In the subjoined list of articles, references are given by the number prefixed to each journal in this list.

(2) *Journal*, Engrs. Club of Phila., Philadelphia, Pa.
(3) *Journal*, Franklin Inst., Philadelphia, Pa., 50c.
(4) *Journal*, Western Soc. of Engrs., Chicago, Ill., 50c.
(5) *Journal*, Eng. Inst. of Canada, Montreal, Que., Canada.
(6) *Journal*, Am. Inst. of Archts., Washington, D. C., 50c.
(7) *Gesundheits Ingenieur*, Munich, Germany.
(8) *Stevens Indicator*, Hoboken, N. J., 50c.
(9) *Industrial Management*, New York City, 25c.
(11) *Engineering* (London), W. H. Wiley, 432 Fourth Ave., New York City, 25c.
(12) *The Engineer* (London), International News Co., New York City, 35c.
(13) *Engineering News-Record*, New York City, 25c.
(15) *Railway Age*, New York City, 15c.
(16) *Engineering and Mining Journal*, New York City, 15c.
(17) *Electric Railway Journal*, New York City, 10c.
(18) *Railway Review*, Chicago, Ill., 15c.
(20) *Iron Age*, New York City, 20c.
(21) *Railway Engineer*, London, England, 1s 2d.
(22) *Iron and Coal Trades Review*, London, England, 6d.
(24) *American Gas Journal*, New York City, 10c.
(25) *Railway Mechanical Engineer*, New York City, 20c.
(26) *Electrical Review*, London, England, 4d.
(27) *Electrical World*, New York City, 10c.
(28) *Journal*, New England Water-Works Assoc., Boston, Mass., $1.
(29) *Journal*, Royal Soc. of Arts, London, England, 6d.
(30) *Annales des Travaux Publics de Belgique*, Brussels, Belgium.
(31) *Annales* de l'Assoc. des Ingenieurs Sortis des Ecoles Speciales de Gand. Brussels, Belgium.
(32) *Memoirs et Compte Rendu des Travaux*, Soc. Ing. Civ. de France, Paris, France.
(33) *Le Génie Civil*, Paris, France, 1 fr.
(36) *Cornell Civil Engineer*, Ithaca, N. Y.
(40) *Zentralblatt der Bauverwaltung*, Berlin, Germany, 60 pfd.
(41) *Elektrotechnische Zeitschrift*, Berlin, Germany.
(42) *Journal*, Am. Inst. Elec. Engrs., New York City, $1.
(43) *Annales des Ponts et Chausées*, Paris, France.
(45) *Coal Age*, New York City, 15c.
(46) *Scientific American*, New York City, 35c.
(47) *Mechanical Engineer*, Manchester, England, 3d.
(48) *Zeitschrift*, Verein DeutscherIngenieure, Berlin, Germany.
(49) *Zeitschrift für Bauwesen*, Berlin, Germany.
(50) *Stahl und Eisen*, Düsseldorf, Germany.
(53) *Zeitschrift*, Oesterreichischer, Ingenieur und Architekten-Verein, Vienna, Austria, 70h.
(54) *Transactions*, Am. Soc. C. E., New York City, $16.
(55) *Mechanical Engineering:* Journal, Am. Soc. M. E., New York City, 35c.
(57) *Colliery Guardian*, London, England, 5d.
(58) *Proceedings*, Engrs.' Soc. of W. Pa., 2511 Oliver Bldg., Pittsburgh, Pa., 50c.
(59) *Proceedings*, American Water Works Assoc., Troy, N. Y.
(60) *Municipal and County Engineering*, Indianapolis, Ind., 25c.
(61) *Proceedings*, Western Railway Club, 225 Dearborn St., Chicago, Ill., 25c.
(62) *Forging and Heat Treating*, Thaw Bldg., Pittsburgh, Pa., 10c.
(63) *Minutes of Proceedings*, Inst. C. E., London, England.
(64) *Power*, New York City, 15c.
(65) *Official Proceedings*, New York Railroad Club, Brooklyn, N. Y., 15c.
(67) *Cement and Engineering News*, Chicago, Ill., 25c.
(69) *Eisenbau*, Leipzig, Germany.
(71) *Journal*, Iron and Steel Inst., London, England.
(71*a*) *Carnegie Scholarship Memoirs*, Iron and Steel Inst., London, England.
(72) *American Machinist*, New York City, 15c.
(73) *Electrician*, London, England, 1s.
(75) *Proceedings*, Inst. of Mech. Engrs., London, England.
(77) *Journal*, Inst. Elec. Engrs., London, England, 5s.
(78) *Beton und Eisen*, Vienna, Austria.
(80) *Tonindustrie Zeitung*, Berlin, Germany.
(83) *Gas Age-Record*, New York City, 15c.
(85) *Proceedings*, Am. Ry. Eng. Assoc., Chicago, Ill.
(86) *Engineering and Contracting*, Chicago, Ill., 10c.

(87) *Railway Maintenance Engineer,* Chicago, Ill., 10c.
(88) *Bulletin* of the International Ry. Congress Assoc., Brussels, Belgium.
(89) *Proceedings,* Am. Soc. for Testing Materials, Philadelphia, Pa., $5.
(90) *Transactions,* Inst. of Naval Archts., London, England.
(91) *Transactions,* Soc. of Naval Archts. and Marine Engrs., New York City.
(92) *Bulletin,* Soc. d'Encouragement pour l'Industrie Nationale, Paris, France.
(96) *Canadian Engineer,* Toronto, Ont., Canada, 10c.
(98) *Journal,* Engrs. Soc. of Pa., Harrisburg, Pa., 30c.
(99) *Proceedings,* Am. Soc. of Municipal Improvements, New York City, $2.
(100) *Military Engineer:* Journal of the Society of American Military Engineers, Washington, D. C., 75c.
(103) *Mining and Scientific Press,* San Francisco, Cal., 10c.
(105) *Chemical and Metallurigical Engineering,* New York City, 25c.
(106) *Transactions,* Inst. of Min. Engrs., London, England, 6s.
(107) *Schweizerische Bauzeitung,* Zürich, Switzerland.
(109) *Journal,* Boston Soc. C. E., Boston, Mass., 50c.
(111) *Journal of Electricity,* San Francisco, Cal., 25c.
(113) *Proceedings,* Am. Wood Preservers' Assoc., Baltimore, Md.
(114) *Journal,* Institution of Municipal and County Engineers, London, England, 1s. 6d.
(115) *Journal,* Engrs. Club of St. Louis, St. Louis, Mo., 35c.
(116) *Blast Furnace and Steel Plant,* Pittsburgh, Pa., 15c.
(117) *Engineering World,* Chicago, Ill.
(118) *Times Engineering Supplement,* London, England, 2d.
(119) *Landscape Architecture,* Harrisburg, Pa., 50c.
(120) *Automotive Industries,* New York City, 15c.
(121) *Proceedings,* Am. Concrete Inst., Boston, Mass.
(122) *The Dock and Harbour Authority,* London, England, 1s. 6d.
(123) *Mining and Metallurgy,* New York City, $1.

LIST OF ARTICLES

Bridges.

Crossing San Francisco Bay by Bridge, Fill and Tunnel.* (46) Nov.
Some Thoughts on Long-Span Bridge Design. Gustave Lindenthal. (13) Nov. 24.
Calcul des Ponts Circulaires à une Suele Travée et à Travées Continues.* (Calculation of Curved Bridges with Single and Continuous Trusses.) M. Bertrand de Fontviolant. (32) July-Sept., 1920.
Note sur l'Emploi des Palplanches Métalliques dans les Travaux de Reconstructión des Ponts sur la Meuse détruits pendant la Guerre de 1914–1918.* (Note on the Use of Metallic Sheet Piling in the Work of Restoration of the Bridges Over the Meuse Destroyed During the War from 1914 to 1918.) M. Wisdorff et M. Chopinet. (38) Oct.
Neuartige Klappbrücke in der Strassenbrücke über die Eiderbei Friedrichstadt.* (New Kind of Bascule Bridge for the Highway Bridge Over the Eider at Friedrichstadt.) (40) July 31, 1920.
Regelquerschnitte für Strassenbrücken.* (Standard Cross-Sections for Street Bridges.) Ellerbeck and Starker. (40) July 28, 1920.
Der Umbau der Eisenbahnkriegsbrücke über die Memel bei Olita.* (The Rebuilding of the Military Railway Bridge Over the Memel at Olita.) (40) Aug. 7, 1920.
Der Umbau der Landpfeiler der Stadtbahnbrücke über die Spree am Bahnhof Bellevue in Berlin.* (Rebuilding the Shore Piers of the Municipal Railway Bridge Over the Spree to the Bellevue Station in Berlin.) Kuhnke. (40) Sept. 11, 1920.
Wiederherstellung der zerstörten Eisenbahnbrücke über die Weichsel bei Warschau in der Linie nach Wilna.* (Restoration of the Destroyed Railway Bridge Over the Weichsel at Warsaw in the Line to Vilna.) (40) Oct. 20, 1920.
Der Abbau der gesprengten Brücke über die Memel bei Grodno.* (Demolishing the Bridge Over the Memel at Grodno That Was Blown Up.) (40) Oct. 30, 1920.
Die zweigleisige Johannestahlbrücke im Zuge des Eisenbahnstrecke Hannover-Hamm.* (The Johannes Double Track Steel Bridge in the Hannover-Hamm Railway Division.) Gaede. (40) Nov. 13, 1920.
Die Eisenbahnbrücke uber das Hollen-thor in Neuyork.* (The Railway Bridge Over Hell Gate at New York.) Schinkel. (40) Dec. 18, 1920.
Eiserne Brücken in Stadtbilde. (Iron Bridges Within the City.) Karl Bernhard. (48) Oct. 15.
Ueber die Bewegungen der Hauptpfeiler-Köpfe der Trisannabrücke an der Arlbergbahn.* (On the Movements of the Top of the Main Pier of the Trisanna Bridge on the Arlberg Railway.) Leopold Orley. (107) Oct. 29.

Electrical.

Development of Army Wireless During the War. A. G. T. Cusins. (77) July.
Abnormal Pressure-Rise in Transformers, and Its Remedy.* R. Torikai. (77) July.
Electric Oscillations in Straight Wires and Solenoids.* J. S. Townsend. (77) July.
Electric Supply: Present Conditions and the Hopkinson Principles.* J. R. Blaikie. (77) July.
Multi-Part Tariffs for Domestic Electricity Supply.* J. W. Beauchamp. (77) July.
The Negatron: A New Negative Resistance Device for Use in Wireless Telegraphy.* John Scott-Taggart. (Paper read before British Assoc.) (11) Oct. 21.
Long Distance Transmission of Electrical Energy, With Special Reference to Tidal Power. T. F. Wall. (Paper read before British Assoc.) (11) Oct. 21.
Electricity in Isolated Buildings.* E. H. Freeman. (26) Serial beginning Oct. 28.

* Illustrated.

Electrical—(Continued).

Practical Method for Calculating Operating Characteristics of Magnet Coils.* Charles R. Underhill. (27) Oct. 29.
Revision of Some of the Electro-magnetic Laws.* Carl Hering. (3) Nov.
Electric Propulsion of Ships.* W. E. Thau. (42) Nov.
A Frequency-Bridge.* Edy Velander. (42) Nov.
Abnormal Voltage on Y-Delta Transformer Bank Due to Reversed Connection.* C. R. Reid. (42) Nov.
Commutation on Direct-Current Machines.* Claudius Sheufer. (42) Nov.
Physical Conceptions of Induction Motor Operation.* J. Lebovicé. (42) Nov.
Use of the Tangent Chart for Solving Transmission Line Problems.* Raymond S. Brown. (42) Nov.
Recent Advances in the Production and Application of X-Rays.* J. S. Shearer. (3) Nov.
Measurements of Earth Currents.* Burton McCollum. (17) Nov. 5.
Improved Practices in Exterior and Interior Illumination.* (From Comm. Report, Illuminating Eng. Soc.) (27) Nov. 12.
Features of 220 000-Volt Transformers Available for First Time.* Walter M. Dann. (27) Nov. 26.
Les Troubles Provoqués par la Traction Electrique dans les Transmissions Télégraphiques et Téléphoniques.* (Troubles in Telegraph and Telephone Transmission Caused by Electric Traction.) J. Lhériaud. (32) Oct.-Dec., 1919.
Die Grossstation Nauen für drahtlose Telegraphie.* (The Large Station at Nauen for Wireless Telegraphy.) (40) Serial beginning Oct. 2, 1920.
Die Windturbine und ihre Verwendung zur Elektrizitätserzeugung.* (The Wind Turbine and Its Use in the Generation of Electricity.) Liebe. (48) Serial beginning Oct. 15.

Marine.

Low-Pressure Turbine Blading Failures in Destroyers.* D. F. Ducey. (11) Serial beginning Oct. 28.
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Les Sous-Marins Allemands.* (German Submarines.) M. Laubeuf. (32) Jan.–Mar., 1920.
La Direction et le Controle Automatiques de la Marche des Navires, à l'Aide d'Appareils Gyroscopiques Automatiques.* (Automatic Steering and Control of Vessels by Means of Automatic Gyroscopic Apparatus.) E. Weiss. (33) Oct. 8.
Chalands Métalliques de 700 Tonnes, Type H. Lossier, pour la Navigation sur la Seine.* (700 Ton Metallic Lighter, H. Lossier Type, for Navigation on the Seine.) Ch. Dantin. (33) Oct. 22.
L'Installation de Chargement du Charbon à bord des Navires à Curtis Bay (Maryland, E. U.).* (Installation for Loading Vessels With Coal at Curtis Bay (Maryland, U. S.).) (33) Oct. 22.
Das Verhalten des Eisens in See-wasser und Mittel zur Erhöhung der Lebensdauer eiserner Uferbauten.* (The Action of Iron in Seawater and Ways of Increasing the Life of Iron Coast Constructions.) Richard Ederhof. (40) Apr. 17, 1920.
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Erfahrungen mit eisernen Spundwänden im See- und Hafenbau.* (Experiences With Iron Sheet Piling in Sea and Harbor Works.) Prüss. (40) Apr. 24.

Mechanical.

New Electricity Generating Station at Blackburn.* (12) Oct. 21.
Coke as a Fuel for Commercial Vehicles.* Thomas Clarkson. (11) Oct. 21.
A Machine for the Measurement of Internal Diameters.* G. A. Tomlinson. (11) Oct. 21
Liberation of Nitrogen from Coal and Coke as Ammonia. A. C. Monkhouse and J. W. Cobb. (Paper read before Inst. of Gas Engrs.) (22) Oct. 21.
The Manufacture of Smokeless Fuel.* (11) Oct. 28.
Low Temperature Carbonization.* (57) Oct. 28.
Silica Brick for Coke Ovens.* A. H. Middleton. (Abstract of paper read before Coke Oven Managers' Assoc.) (57) Oct. 28.
Plant for Liquid Purification of Gas.* (83) Oct. 29.
Steam-Condensing Plants.* Paul A. Bancel. (55) Nov.
Control of Centrifugal Casting by Calculation.* Robert F. Wood. (55) Nov.
Fuel Saving in Relation to Capital Necessary.* Joseph Harrington. (55) Nov.
Boiler-Plant Efficiency.* Victor J. Azbe. (55) Nov.
Fuel Saving in Modern Gas Producers and Industrial Furnaces.* W. B. Chapman. (55) Nov.
The Science of Electric Welding.* W. E. Ruder. (3) Nov.
Experimental Work in Connection with the Manufacture of Silica Brick.* A. W. McMaster. (5) Nov.
Sterling, Colo., Manufacturing Concrete Sewer Pipes.* Glenn Izett. (117) Nov.
Burning Powdered Coal and Blast-Furnace Gas at River Rouge.* Thomas Wilson. (64) Nov. 1.
Copper Tube Extension and the Manufacture of Radiator Cores.* Herbert Chase. (120) Nov. 3.
Investigation of Tooth Wear With Automobile Gear Steels.* E. R. Ross. (120) Nov. 3.
Sintering Flue Dust With Minimum Labor.* H. V. Schiefer. (20) Nov. 3.
Making Dies for Forming Automobile Parts.* Richard Dale. (20) Nov. 3.
The Centrifugal Pump.* S. F. Barclay. (Abstract of paper read before British Assoc.) (12) Nov. 4.

* Illustrated.

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Economies in Coal Consumption at Collieries.* H. O. Dixon. (Paper read before Nat'l. Assoc. of Colliery Mgrs.) (22) Nov. 4.
Disposal of Waste from Gas Plants.* F. W. Sperr, Jr. (83) Nov. 5.
Apparatus for Scrubbing and Cooling. R. A. McNeas. (Paper read before South-Central Gas Assoc.) (83) Nov. 5.
Steam Power from Blast-Furnace Gas.* Gordon Fox and F. H. Willcox. (64) Nov. 8.
Enameled Steel Manufacture.* Chester H. Jones. (105) Nov. 9.
Stress Coefficients for Large Horizontal Pipes.* James M. Paris. (13) Nov. 10.
Rudder Pressures and Airship *R-38*.* (11) Nov. 11.
Locating Electrical Trouble on Elevators.* William Zepernick. (64) Nov. 15.
Heating and Its Relation to Isolated-Plant Operation.* E. L. Wilder. (64) Nov. 15.
Investigation of Breakdown of 30 000-k. w. Turbine.* (64) Nov. 22.
The Several Efficiencies of the Steam Engine.* F. R. Low. (64) Nov. 22.
Ball Mills Pulverize Coal Almost Without Repair and Attendance Costs and With Minimum Power.* (45) Nov. 24.
Fusion Welding and the Processes in Use.* S. W. Miller. (Paper read before Am. Iron and Steel Inst.) (20) Nov. 24.
Burning Pulverized Anthracite Mine Waste.* O. M. Rau. (17) Nov. 26.
Carbonization at Low Temperature.* J. D. Davis. (83) Nov. 26.
Les Moteurs d'Aviation leur Evolution pendant la Grande Guerre.* (Aviation Engines: Their Development During the Great War.) Le Commandant Martinot-Lagarde. (32) Oct.-Dec., 1919.
Les Moyens d'Accélérer le Progrès dans l'Economie de Combustible. (Ways of Accelerating Progress in Fuel Economy.) M. Emilio Damour. (32) Apr.-June, 1920.
L'Utilisation Rationelle des Combustibles.* (Rational Utilization of Fuels.) M. Georges Charpy. (32) Apr.-June, 1920.
La Consommation de Charbon dans la Grosse Métallurgie.* (The Consumption of Coal in Large Scale Metallurgy.) M. E. de Loisy. (32) Apr.-June, 1920.
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L'Emploi du Charbon Pulvérisé aux Usines Sidérurgiques de la Knoxville Iron Company (Tennessee, E. U.).* (The Use of Pulverized Coal in the Iron Works of the Knoxville Iron Company (Tennessee, U. S.).) (33) Oct. 8.
Le Gazogène à Fusion des Cindres, Ses Applications, son Avenir.* (The Molten Ash Gas Producer. Its Applications and Future.) A. Fichet. (33) Oct. 15.
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Eine Förderanlage von hoher Wirtschaftlichkeit.* (A Conveying Installation of Great Efficiency.) G. Schlesinger. (48) Nov. 13, 1920.
Das allgemeine Verhalten der Kreiselverdichter.* (The Ordinary Action of the Centrifugal Compressor.) Gustav Flügel. (48) Dec. 4, 1920.
Aufzuganlage mit Fernsteuerung.* (Hoisting Installation with Remote Control.) (107) Feb. 26.
Versuche mit Zellstofftreibriemen.* (Experiments with Cellulose Belting.) Rudeloff. (48) Oct. 1.
Die Apparate für technische Gasanalyse.* (Apparatus for Technical Gas Analysis.) K. Aschof. (50) Oct. 6.
Die Beurteilung von Kaminkühlern.* (Criticism of Stack Coolers.) Kurt Neumann. (48) Oct. 8.
Die Behandlung der Werkzeuge in der Fabrik.* (The Treatment of Tools in the Factory.) A. Fattler. (48) Oct. 8.
Ersparnismöglichkeiten im Kokerei- und Nebengewinnungsbetriebe unter besonderer Berücksichtigung der Wärmewirtschaft.* (Possibilities for Economies in Coke Oven and By-Product Operation, With Special Consideration of Heat Economy.) W. Wollenweber. (50) Oct. 13.
Querschnittsübergänge und Biegefestigkeit bei Dauerbeanspruchung durch Stösse.* (Variation in Cross-Section and Bending Strength by Repeated Impact.) W. Müller and Hugo Leber. (48) Oct. 15.
Beitrag zur Zahnradfrage für Uebersetzungsgetriebe.* (Contribution to the Question of Toothed Wheels for Transmission Gearing.) O. Lasche. (48) Oct. 15.
Die Gleichungen des Verbrennungsvorganges.* (The Equations of the Process of Combustion.) R. Mollier. (48) Oct. 15.
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Untersuchung einer schweren Senkrechtfräsmaschine.* (Investigation of a Heavy Vertical Milling Machine.) Willi Mitan. (48) Oct. 22.

Metallurgical.

Admiralty Gun-Metal.* R. T. Rolfe. (Abstract of paper read before Inst. of Metals.) (11) Oct. 21.
The Density of the Copper-Zinc Alloys. T. G. Bamford. (Abstract of paper read before Inst. of Metals.) (11) Oct. 21.

* Illustrated.

Metallurgical—(Continued).

Stainless Steel.* (26) Oct. 28.
Temperature Problems in Foundry and Melting Room. John P. Goheen. (123) Nov.
A Bibliography and Abstracts of Chromium Steels. F. P. Zimmerli. (105) Nov. 2.
Nitrogen in Carburized Steels.* W. E. Ruder and G. R. Brophy. (105) Nov. 9.
Bessemer Plant of Steel & Tube Company.* Gilbert L. Lacher. (20) Nov. 10.
Chloridizing Volatilization—Some Experiments and Their Practical Application.* Harai R. Layng. (16) Nov. 12.
National Tube Co.'s New Plant for Hammer-Welded Pipe.* Ernest Edgar Thum. (105) Nov. 16.
Impact Properties of Various Steels.* F. C. Langenberg. (105) Nov. 16.
Composition of Pig Iron and of Cast Iron. T. A. Dyer. (20) Nov. 17.
Concentrated HCl as Metallographic Etching Reagent for Nickel.* Henry S. Rawdon and Marjorie G. Lorentz. (105) Nov. 23.
Structure and Properties of Alternately Electro-Deposited Metals.* William Blum. (Paper read before Am. Electro-Chemical Soc.) (105) Nov. 23.
Improvements in Open-Hearth Port Construction. John W. Kagarise. (Paper read before Am. Iron and Steel Inst.) (20) Nov. 24.
Magnetic Analysis of Steel.* R. L. Sanford. (72) Nov. 24.
La Consommation de Charbon dans la Grosse Métallurgie.* (The Consumption of Coal in Large Scale Metallurgy.) M. E. De Loisy. (32) Apr.-June, 1920.
Le Nickelage de l'Aluminium.* (Nickel-Plating Aluminum.) M. Léon Guillet. (32) July-Sept., 1920.
Les Laitons Spéciaux.* (Special Brasses.) Leon Guillet. (32) Jan.-Mar., 1920.
Etude sur l'Essai de Dureté à la Bille (Essai Brinell).* (A Study of the Ball Hardness Test (Brinell Test.)). M. René Guillery. (32) Oct.–Dec., 1920.
La Radiométallographie. Sa Pratique et ses Applications Industrielles.* (Radio Metallography. Its Use and Its Industrial Applications.) (33) Oct. 15.
Erfahrungen mit Maerzofen.* (Experiences with the Maerz Furnace.) J. Puppe. (50) Serial beginning Nov. 25-Dec. 2, 1920.
Das Feineisenwalzwerk der Bismarckhütte, Abt. Falvahütte.* (The Rolling Mill for Small Iron Bars at the Bismarck Foundry, Falva Foundry Dept.) Heinrich Esser. (50) Dec. 9-16, 1920.
Die Scherprobe in ihrer Anwendung bei Gusseisen.* (The Shearing Test and Its Use with Cast Iron.) Karl Sipp. (50) Dec. 23-30, 1920.
Die Anlagen des Stahlwerkes Thyssen, A.-G., in Hagendingen (Lothr).* (The Equipment of the Thyssen Steel Works A.-G. in Hagendingen (Lothr).) F. Dahl. (50) Mar. 31.
Beiträge zur Frage der Wärmeformgebung schwerer Blöcke aus Schnellarbeitsstahl.* (Contribution to the Question of Hot Shaping of Heavy Blocks of High Speed Steel.) (50) Oct. 6.
Ueber ein neues Verfahren zur Bestimmung des Sauerstoffs im Eisen.* (On a New Method for the Determination of Oxygen in Iron.) O. von Keil. (50) Oct. 13.
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Das Vorkommen und Verhalten von Titan im Roheisenmischer. (The Existence and Behavior of Titanium in the Pig Iron Mixer.) Bernhard Osann. (50) Oct. 20.

Military.

The 4 000-Pound Demolition Bomb.* William A. Borden. (46) Dec.

Mining.

Tension of Winding Ropes.* J. Stoney. (Paper read before South Staffordshire and Warwickshire Inst. of Min. Engrs.) (57) Oct. 14.
Inbye Pumping, With Special Reference to the Feuerheerd Pump.* S. H. Cashmore. (Paper read before South Staffordshire and Warwickshire Inst. of Min. Engrs.) (57) Oct. 14.
Pit Shafts.* H. Eustace Milton. (Abstract of paper read before Midland Counties Inst. of Engrs.) (22) Oct. 21; (57) Oct. 21.
The Nordberg Winding Engine.* (11) Serial beginning Oct. 21.
The New Mine Rescue Apparatus.* Henry Briggs. (Paper read before British Assoc.) (11) Oct. 21.
Ventilation in Metal Mines. D. Harrington. (U. S. Bureau of Mines.) (103) Oct. 29.
Heat from Steam Pipe of Pump Ignites Coal in Slope at Springhill, Nova Scotia; How Fire Is Extinguished.* J. C. Nicholson. (Paper read before Min. Soc. of Nova Scotia.) (45) Nov. 3.
Electrical Considerations Which Govern in a Choice of Locomotives for Any Given Class of Service.* H. H. Johnston. (45) Nov. 3.
Colliery Accounts and Colliery Costings.* Evan Lloyd. (From paper read before Soc. of Incorporated Accountants and Auditors.) (57) Nov. 4.
Modern Practice in Diamond Core Drilling in the United Kingdom. J. A. MacVicar. (57) Nov. 4.
Shaft Recovery in the North of France.* M. Guerre. (From *Revue de l'Industrie Minérale.*) (57) Nov. 4.
Novel Headgear at a Cape Breton Colliery.* A. Dawes. (Paper read before Min. Soc. of Nova Scotia.) (57) Nov. 11.
Use of Scrapers Underground.* Lucien Eaton. (103) Nov. 19.
The Tailing Air Lift of the Chino Copper Co.* H. G. S. Anderson. (16) Nov. 19.
The Discrepancy Between Drilling and Dredging Results. R. G. Smith. (16) Nov. 19.
L'Etat Actuel de nos Connaissances sur les Coups de Poussières dans les Charbonnages et sur les Moyens de les Combattre. (The Actual Status of Our Knowledge on Dust Explosions in Coal Mines and Means of Combatting Them.) (33) Oct. 8.

* Illustrated.

Miscellaneous.

The Application of Refrigeration to Big Industries. R. H. Tait. (115) July-Sept.
Recovery of Hydrocyanic Acid and Carbon Disulphide from Coke Oven Gas and Illuminating Gas.* M. Minot. (From *Chimie et Industrie.*) (24) Oct. 29.
How to Follow Up Power Costs.* N. A. Craigue. (9) Serial beginning Nov.
The Metric System of Weights and Measures.* David A. Molitor. (5) Nov.
The Manufacture of Nitroglycerine.* E. M. Symmes. (105) Nov. 2.
Radium Production in America.* H. D. d'Aguiar. (105) Serial beginning Nov. 2.
The Explosion of the Nitrate Plant at Oppau. (105) Nov. 2.
Details of Index Number Construction and Comparison of Indices.* E. E. George. (86) Nov. 9.
Industrial Ventilation.* R. L. Gould and E. L. Hewitt. (72) Nov. 17.
L'Evolution et les Progrès de la Mécanique Appliquée. (Evolution and Progress of Applied Mechanics.) M. Drosne. (32) Oct.-Dec., 1920.
Das Materialprüfungswesen in Deutschösterreich. (Method for Testing Material in German Austria.) B. Kirsch. (53) Oct. 14.

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St. Paul City Planning Projects Form Broad Scheme.* (13) Nov. 3.
La Construction des Villes et Cités-Jardins. Rapport de Mission de M. de Heem. (The Construction of Cities and Garden Cities. Report of the Trip of Mr. de Heem.) (30) Aug.
Die Entwicklung der deutschen Städtebaukunst und ihr Einfluss auf das Ausland. (The Evolution of the German Municipal Architecture and Its Effect Abroad.) Stübben. (40) May 15, 1920.
Die städtebaulichen Probleme von Gross-Paris. (City-Planning Problems of Greater Paris.) Nils Hammarstrand. (53) Oct. 14.

Railroads.

On the Question of Passenger Carriages.* W. J. Tollerton. (88) Oct.
On the Question of Safety Appliances on Light Railways.* A. Bonnevie. (88) Oct.
On the Question of Economic Production and Use of Steam on Locomotives.* G. J. Churchward. (88) Oct.
On the Question of Terminal Stations for Passengers.* A. S. Baldwin. (88) Oct.
On the Question of Operation of Light Railways, Working Rules and Regulations. F. Level. (88) Oct.
A New Great Northern Dining Car Train.* (12) Oct. 21.
Bowen Gasoline Motor Driven Passenger Car.* (15) Oct. 29.
Twin-Span Turntables on the Chesapeake & Ohio.* (18) Oct. 29.
Effect of Car Weight and Speed on Coal Consumption.* George S. Chiles. (18) Oct. 29.
The Influence of Rigid Connections on the Distribution of Live Loads on Railway Underbridges.* Conrad Gribble. (21) Nov.
New "Consolidation" (2–8–0 Type) Locomotives for the Western Maryland Railway.* (21) Nov.
The Resignalling of the Liverpool Overhead Railway.* (21) Nov.
Lining Tunnels Under Traffic.* (Paper read before Am. Ry. Bridge and Building Assoc.) (117) Nov.
The Construction and Maintenance of Cinder Pits.* (Paper read before Am. Ry. Bridge and Building Assoc.) (87) Nov.
Distributing Expenditures in Track Maintenance.* J. L. Starkie. (87) Nov.
The Construction and Maintenance of Passenger Platforms.* (Paper read before Am. Ry. Bridge and Building Assoc.) (117) Nov.
Avoidable Waste in Locomotive Operation as Affected by Design. James Partington. (55) Nov.
Recent Locomotive Practice on the Caledonian Railway. E. C. Poultney. (12) Serial beginning Nov. 4.
Plan for Electrifying Sections of 11 Railroads.* (15) Nov. 5.
The Requirements for a Modern Car Repair Shop.* H. H. Dickinson and Paul Schioler. (15) Nov. 5.
Resurvey of the Southern Railway After Improvement. Geo. W. White. (13) Nov. 10.
The Use of Ordinary Box Cars for Shipping Fruit.* (18) Nov. 12.
Classification and Distribution of Second Hand Rail for Use in Track. (From Report read before Roadmasters and Maintenance of Way Assoc.) (86) Nov. 16.
Magnetic Surveys of Railroad Rails.* (20) Nov. 17.
Locomotive Track Scale Shows Load on Each Wheel.* Carl C. Bailey. (13) Nov. 17.
C. & O. Improves Line and Grades at St. Albans, W. Va.* (15) Nov. 19.
Cedar Hill Yard of the N. Y. N. H. & H. R. R. at New Haven, Conn. (18) Nov. 19.
Illinois Central Suburban Operation and Equipment.* (18) Nov. 19.
Lackawanna Success the Result of Supervision.* Charles W. Foss and James G. Lyne. (15) Serial beginning Nov. 26.
The Use of Wood in Freight Car Construction.* H. S. Sackett. (15) Nov. 26.
Note sur les Nouvelles Règles de Freinage à Main des Trains.* (Note on the New Regulations for Hand-Braking of Trains.) M. Pincemaille. (38) Oct.
Les Ponts Roulants Electriques à Commande Système Ward Leonard, des Ateliers de Réparations de Locomotives de l'Etat, à Sotteville-lès-Rouen.* (Electric Travelling Cranes with Ward Leonard System of Control, in the State Locomotive Repair Shops at Sotteville-lès-Rouen.) (33) Oct. 1.
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* Illustrated.

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Weichen mit gekrümmten Herzstücken.* (Switches with Bent Frogs.) Schwarz. (40) Mar. 6, 1920.
Neuerungen im Eisenbahnoberbau.* (Improvements in Railway Permanent Way.) Jos. Weig. (40) Apr. 3, 1920.
Der Bau von Gleiskurven.* (The Construction of Curved Track.) Louis Jänecke. (40) Apr. 17, 1920.
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Der Umbau der Landpfeiler der Stadtbahnbrücke über die Spree am Bahnhof Bellevue in Berlin.* (Rebuilding the Shore Piers of the Municipal Railway Bridge Over the Spree to the Bellevue Station in Berlin.) Kuhnke. (40) Sept. 11, 1920.
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Eisenbetonausführungen im Empfangsgebäude auf Bahnhof Saarburg in Lothringen.* (Ferro-Concrete Construction in the Station Buildings of the Sarrburg Station in Lorraine.) Borchers. (40) Oct. 30, 1920.
Die zweigleisige Johannestahlbrücke im Zuge der Eisenbahnstrecke Hannover-Hamm.* (The Johannes Double Track Steel Bridge in the Hannover-Hamm Railway Division.) Gaede. (40) Nov. 13, 1920.
Die bulgarische Balkanquerbahn von Tirnowo nach Stara Sagora.* (The Bulgarian Trans-Balkan Railway from Tirnowo to Stara Sagora.) Remy. (40) Serial beginning Nov. 27, 1920.
Die Eisenbahnbrücke über das Hollenthor in Newyork.* (The Railway Bridge Over Hell Gate at New York.) Schinkel. (40) Dec. 18, 1920.
Ueber die Störungen in Schwachstromleitungen durch den elektr. Betrieb mit Einphasenstrom auf der S. B. B.-Strecke Bern-Münsingen-Thun.* (On the Disturbances in Weak Current Lines by Electric Operation with Single Phase Current on the S. B. B., Bern-Münsingen Thun Division.) H. W. Schuler. (107) Serial beginning Oct. 8.
Ueber die Bewegungen der Hauptpfeiler-Köpfe der Trisannabrücke an der Arlbergbahn.* (On the Movements of the Top of the Main Pier of the Trisanna Bridge on the Arlberg Railway.) Leopold Orley. (107) Oct. 29.

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On the Question of Electric Traction (Holland and Great Britain). J. J. W. Van Loeven Martinet. (88) Oct.
On the Question of Electric Traction.* (Switzerland.) E. Huber. (88) Oct.
Trackless Trolleys at Work Abroad.* Walter Jackson. (17) Nov. 12.
Dead Mileage Saving to Pay for New Car Storage Facilities.* (17) Nov. 12.
Double-Truck, One-Man, Two-Man Cars in Milwaukee.* (17) Nov. 26.
Die Madrider Untergrundbahn.* (The Madrid Underground Railway.) O. Jürgens. (40) Sept. 29, 1920.

Roads and Pavements.

Laboratory Control of Road Concrete. H. S. Maltimore. (96) Oct. 27.
Resurfacing and Surface Treating of Macadam Roads. T. J. Wasser. (96) Oct. 27.
A New Method of Making Concrete Roads.* (12) Oct. 28.
Concrete Road Construction.* George A. Curtis. (67) Nov.
Construction Features of the Illinois State Road Between Elgin and Marengo.* (86) Nov. 2.
Cause and Correction of Shoving of Asphalt Pavements. Prevost Hubbard. (From paper read before Am. Soc. for Municipal Improvements.) (86) Nov. 2.
The Minneapolis Experimental Wood Block Pavement After 15 Years' Service.* (86) Nov. 2.
Standard Estimate of Cost Form for Road Construction. (Kentucky Assoc. of Highway Contractors.) (86) Nov. 2.
Bureau of Roads' Sub-Grade Drainage Tests Give Interesting Data.* (86) Nov. 2.
A Study of Topeka Mixed Bituminous Pavement Specifications. Roy M. Green. (13) Nov. 3.
Improved Surfacing of a Heavy-Traffic Road.* Andrew H. Goudie. (114) Nov. 5.
Effect of Age on Strength of Concrete for Highways.* Duff A. Abrams. (96) Nov. 10.
Highway Subgrade Drainage. H. D. Williar. (Paper read before Univ. of Pennsylvania-Highway Conference.) (96) Nov. 10.
Reinforcing Steel for Road Use.* Charles W. Geiger. (20) Nov. 10.
New York Develops Double-Slab Concrete Roads.* (13) Nov. 17.
Tractor Grading Outfits.* (13) Nov. 17.

Sanitation.

Small Sewage Disposal Plant Operation.* L. F. Bellinger. (36) Nov.
Power Gas from Sewage.* J. D. Watson. (117) Nov.
Incinerator for Mill Refuse Made of Brick and Concrete.* (13) Nov. 3.
Non-Bacterial Population of Sewage Trickling Filters. Charles R. Cox. (13) Nov. 3.
The Operation of Sewage Treatment Plants.* John H. Dunlap. (From paper read before Iowa State College.) (86) Nov. 9.
A New System of Sewage Disposal. (12) Nov. 4.

* Illustrated.

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Operations of Imhoff Tanks at Fitchburg, Mass.* David A. Hartwell. (From Annual Report, Public Works, Fitchburg, Mass.) (86) Nov. 9.
Turkey Creek Sewer One of the Largest Yet Built.* Alfred D. Ludlow. (13) Nov. 17.
Open *vs.* Closed Impellers in the Brockton Sewage Pumping Plant. H. S. Crocker. (13) Nov. 24.
Inverted Siphon in Sewer System.* Burt Harmon. (100) Nov.–Dec.

Structural.

The Cause and Prevention of Decay in Structural Timber.* R. J. Blair. (5) Nov.
Huge Steel Truss Placed in Chicago U. S. Mail Terminal.* R. F. Imler. (117) Nov.
Precast Ornamental Concrete Units Beautify Theater.* (117) Nov.
Light Wall Forms.* (67) Nov.
Concrete in a Modern Tannery.* Walter Kidde. (67) Nov.
The Production of Sand and Gravel for Use in Concrete. (67) Nov.
Foundation Problems in Erecting Standard Oil Building.* Ralph H. Chambers. (13) Nov. 3.
Light Weight Aggregate Economical in Concrete Building.* (13) Nov. 10.
Washington Building Reconstruction—Columns of Lower Story Replaced by Girders.* T. Kennard Thomson. (13) Nov. 10.
The Prince Edward Hotel Foundations.* R. E. W. Hagarty. (96) Nov. 10.
Beams with Loads Irregularly Distributed.* T. Thompson. (11) Serial beginning Nov. 11.
Practical Use of Excess Sand in Concrete Mixtures.* R. W. Crum. (13) Nov. 17.
Wood Preservative Which Makes Putrescible Matter Stable, Strengthens Timber, Making It Fire Resistant.* F. G. Zinsser. (45) Nov. 17.
Concrete Grandstand Jacked Up to Allow Enlargement.* E. Robinson. (13) Nov. 17.
Live Stock Show Building at Toronto.* (96) Nov. 17.
The Cooling of Fresh Concrete in Freezing Weather. Tokujiro Yoshida. (From *Bulletin* issued by Univ. of Illinois.) (86) Nov. 23.
Cement Stucco Covering for Small Railway Buildings.* (13) Nov. 24.
Heavy Steelwork in New York Stock Exchange Extension.* John W. Pickworth. (13) Nov. 24.
Steel Lumber for Building Construction.* Thomas J. Foster. (Paper read before Am. Iron and Steel Inst.) (20) Nov. 24.
Notes on Recent Experience in the Manufacture of Concrete Blocks for House Construction. William Watson. (114) Nov. 24.
A Climax in Concrete Construction.* Robert G. Skerrett. (46) Dec.
La Fabrication du Ciment et plus particulièrement du Ciment Artificiel.* (The Manufacture of Cement and More Particularly of Artificial Cement.) M. P. Dumesvil. (32) Apr.–June, 1920.
Contribution a l'Etude des Grandes Charpentes en Bois Etude du Type "Cantilever".* (Contribution to the Study of Large Wooden Framework, Study of the "Cantilever" Type.) M. L. Schaffner. (32) July–Sept., 1920.
Cahiers des Charges Unifiés Francais Relatifs aux Bois. (Rapport de la Commission Permanente de Standardisation sur l'Unification des Cahiers des Charges Francais et des Méthodes d'Essais.)* (French Standardized Specifications for Wood. (Report of the Permanent Standardization Committee on the Standardization of French Specifications and Methods of Testing).) (32) Oct.–Dec., 1920.
Calcul des Poutres a Treillis Double avec Membrures Parallèles et Montants Verticaux sur les Appuis Seulement.* (Calculation of Double Latticed Girders with Parallel Members and Vertical Uprights on the Supports Only.) Léon Légens. (33) Oct. 15.
Calcul des Hourdis Rectangulaires Supportant des Charges Excentrées.* (Calculation of Hollow Rectangular Brick Supporting Eccentric Loads.) P. Caufourier. (33) Oct. 22.
Praktische Winke für die Ausführung von umfangreichen Bodenuntersuchungen. (Practical Hints for Carrying Out Extensive Soil Examinations.) (40) Mar. 3, 1920.
Die Eisenbeton-Gitterwand.* (Ferro-Concrete Lattice Work.) A. Kern. (40) Mar. 17, 1920.
Zur Belichtung der Mittelflure.* (Illumination of the Center Floor.) Hans. Winterstein. (40) Mar. 27, 1920.
Der Stabpiseebau nach der Bauart Lewandowsky.* (Beaten Clay Construction According to the Lewandowsky Method.) (40) Mar. 31, 1920.
Die Beleuchtung des Zimmers durch Tageslicht.* (Illumination of Rooms with Daylight.) (40) May 1, 1920.
Wiederherstellung der beschädigten Turmfundamente des Strassburger Münsters.* (Restoration of the Damaged Foundation for the Tower of the Strassburg Cathedral.) Karl Bernhard. (40) May 8, 1920.
Ueber die Bestimmung der Sinus-Werte beliebiger Winkel ohne Zuhilfenahme einer Tabelle.* (On the Determination of the Sine Value of Any Angle Without the Help of a Table.) Otto Münchmeyer. (40) May 8, 1920.
Die Schattenlänge einer Mauer.* (The Length of a Shadow of a Wall.) Otto Meissner. (40) June 23, 1920.
Das Lehmstrohdach.* (The Adobe Thatched Roof.) C. Voss. (40) June 30, 1920.
Beton im Seewasser. (Concrete in Seawater.) (40) July 14, 1920.
Knickung und Biegung.* (Buckling and Bending.) Ellerbeck. (40) Aug. 28, 1920.
Verallgemeinerung des Morschen Satzes von der elastischen Linie.* (Generalization of Mors Theorem of the Elastic Line.) Rudolf Gärtner. (40) Sept. 15, 1920.
Faustformeln zur Querschnittbestimmung Gedrückter flusseiserner Stäbe und Stützen.* (Rule of Thumb Formulas for the Determination of Cross-Section of Stamped Ingot Iron Bars and Supports.) Moerike. (40) Oct. 16, 1920.
Eine einfache zeichnerische Flächenermittlung und ihre Anwendung.* (A Simple Arithmetical Determination of Area, and Its Use.) Bräuler. (40) Nov. 6, 1920.

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* Illustrated.

Structural—(Continued).

Flächenmassstab für Felseinschnitte mit Oberboden in wagerechtem und quergeneigtem Gelände.* (Surface Dimensions for Cuts Into Rocks with Top Surface in Horizontal or Transversely Inclined Areas.) Bräuler. (40) Dec. 1, 1920.
Faustformeln für die Berechnung hölzerner Druckstäbe.* (Rule of Thumb Formulas for the Calculation of Wooden Compression Members.) Moerike. (40) Dec. 8, 1920.
Neue Ergebnisse in der Erddruck-Theorie.* (New Results from the Earth Pressure Theory.) A. Freund. (40) Dec. 15, 1920.
Ein einfaches Bogenberichtigungsverfahren. (A Simple Method of Correcting Arches.) Ferd. Sarley. (53) July 22.

Topographical.

Mapping from Aeroplane Photographs.* R. B. Unwin. (11) Oct. 21.
Resurvey of the Southern Railway After Improvement. Geo. W. White. (13) Nov. 10.
Sand Box Employed in Teaching Topographic Mapping.* W. H. Rayner and J. R. Stubbins. (13) Nov. 17.

Water Supply.

The New Winnipeg Water-Works.* Frank W. Skinner. (11) Oct. 28.
The Detection and Repair of Leaks in Water Mains. (Paper read before Am. Ry. Bridge and Building Assoc.) (87) Nov.
Tieton River Dam, Yakima Project, Washington.* F. T. Crowe. (117) Nov.
Hydraulic Power Plant in Docks and Harbours.* M. Du-Plat-Taylor. (122) Nov.
Study of Sand and Ice Conditions at Water Intake.* C. M. Daily. (From Annual Report, St. Louis, Mo.) (86) Nov. 9.
Drainage Reclamation of Alkaline Irrigated Lands. Charles F. Brown. (13) Nov. 10.
Why Colorado River Should Be Developed.* (27) Nov. 12.
Water Supply on the Niagara River.* R. C. Snowden. (96) Nov. 17.
The Frequency of High Rates of Rainfall.* Allen Hazen. (13) Nov. 24.
Porous Concrete for Well Strainers and Well Casing.* (13) Nov. 24.
Experiences in Pneumatic Caisson Sinking in Mexico.* T. Hind. (13) Nov. 24.
Reclamation Service Building Highest Earth Dam.* (13) Dec. 1.
Loss of Head for Pipe Discharging Under Water Into Reservoir.* C. O. Wisler. (13) Dec. 1.
Driving a 20 000 Sec. Ft. Flood Protection Tunnel.* (13) Dec. 1.
Les Usines Hydro-Electriques de Haute Chute.* (Hydro-Electric Plants with Large Heads.) Denis Eydoux. (32) Oct.–Dec., 1919.
Les Turbines Hydrauliques Modernes et leur Evolution.* (Modern Hydraulic Turbines and Their Evolution.) Denis Eydoux. (32) Jan.–Mar., 1920.
Les Coups de Bélier dans les Conduites d'Eau.* (Water-Hammers in Water Pipes.) M. Camichel. (32) July–Sept. 1920.
Die Ausnutzung von Niederdruckwasserkräften.* (The Utilization of Low Pressure Water Powers.) Baun. (40) July 17, 1920.
Die Errichtung eines Staubeckens bei Ottmachau.* (The Establishment of a Stow Basin at Ottmachau.) Sympher. (40) July 21, 1920.
Ueber die Vorgänge in Stauhaltungen bei Anwendung der Tagesspeicherung.* (On the Methods of Stowing on Using the Water Dam During the Day.) E. Maier and K. Späth. (40) Aug. 28, 1920.
Die Wirkung von Ejektorenschützen.* (The Action of Ejector Protectors.) H. Krey. (40) Sept. 18, 1920.
Wasserversorgungsanlagen in Yucatan. (Water Supply Installations in Yucatan.) H. Keller. (40) Sept. 22, 1920.
Der Einfluss der Schiffschleusungen auf die Wasserkraftanlagen an dem zu kanalisierenden Neckar.* (On the Effect of Locks for Ships on the Water-Power Plants on the Neckar Which is to be Canalized.) E. Maier and K. Späth. (40) Sept. 25, 1920.
Talsperren im Quellgebiet der Flüsse. (Barrages in the Vicinity of the Sources of Rivers.) Thoholte. (40) Mar. 31, 1920.
Eine neue Fischschleuse.* (A New Fish Sluice.) H. Krey. (40) Dec. 25, 1920.
Der Bau hölzerne Rohrleitungen. (The Construction of Wooden Pipe Lines.) Leopold Nosseck. (53) Serial beginning Jan. 14.
Hölzerne Druckrohrleitungen. (Wooden Pressure Pipe Lines.) Adolf Ludin. (53) Jan. 14.
Die Ausschaltung der unständigen Kraft.* (Cutting Out Unstable Power.) Theodor Schenkel. (53) Jan. 14.
Die Kaplanturbine in Ausführung und Verwendung.* (The Kaplan Turbine, Construction and Use.) C. Reindl. (48) Serial beginning Oct. 1.
Theoretische Erörterungen zur Wassermessmethode von N. R. Gibson.* (Theoretical Discussions on N. R. Gibson's Methods of Measuring Water.) (107) Oct. 22.
Die hydrologischen Vorarbeiten für den Bau und Betrieb von Wasserwerken.* (The Preliminary Work in Hydrology for the Construction and Operation of Water Works.) E. Rutsatz. (48) Serial beginning Oct. 22.

Waterways.

Two Complete Piers to Be Tested to Destruction.* (117) Nov.
The Port of Ghent.* Luc Van Der Butte. (122) Nov.
The Dipper Dredge.* A. W. Robinson. (122) Nov.
Long Concrete Trestles to Cross Southern River Swamps.* J. L. Parker. (13) Nov. 3.
Concrete River Wall Poured Inside Large Steel Form.* (13) Nov. 3.
Bulk Handling Plant at Port of Portland, Ore.* G. B. Hegardt. (13) Nov. 10.
Building a Sheet Pile Cofferdam in a 28-Ft. Tide.* H. E. Huestis. (13) Nov. 17.
New York City's Largest Pier Project Near Completion.* (13) Dec. 1.

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* Illustrated.

Waterways—(Continued).

Elimination of Crawfish Borers in a Canal Bank.* Frank M. Nash. (13) Dec. 1.
Etude Expérimentale de la Stabilité des Quais avec Ancrages.* (Experimental Study on the Stability of Docks with Moorings.) M. Ravier. (32) July–Sept., 1920.
Der Mittellandkanal.* (The Midland Canal.) Sympher. (40) Feb. 25, 1920.
Ergänzende Mitteilungen über den Mittellandkanal.* (Supplementary Communication on the Midland Canal.) (40) Apr. 7, 1920.
Bruch eines Schleusentores.* (The Breaking of a Lock Gate.) (40) Apr. 28, 1920.
Der Ausbau des Königsberger Seehafens.* (Improvement of the Königsberg Harbor.) Thran. (40) May 1, 1920.
Ueber die Mittellandkanal-Denkschrift. (On the Midland Canal Memorial.) Sympher. (40) May 29, 1920.
Neckar-Kanalisierung von Mannheim bis Plochingen.* (Canalization of the Neckar from Mannheim to Plochingen.) Ottmann. (40) June 5, 1920.
Ueber Flussdeiche und Kanaldämme.* (River Walls and Canal Dykes.) Otto Hoch. (40) June 12, 1920.
Die Verbindung Darmstadts mit dem Rhein.* (Connecting Darmstadt with the Rhine.) H. Häusel. (40) Aug. 21, 1920.
Verwendung von bewehrtem Beton zu Hafenbauten in Niederländisch-Indien.* (The Use of Reinforced Concrete for Harbor Works in the Dutch Indies.) A. v. Horn. (40) Sept. 8, 1920.
Die Hafenneubaupläne der Stadt Köln.* (The Plans for the Reconstruction of the Port of the City of Cologne.) Bock. (40) Serial beginning Oct. 9, 1920.
Ueber aussergewöhnlich hohe Wasserstände auf dem Rotterdamer Wasserwege.* (The Unusually High Water Level on the Rotterdam Water Ways.) A. v. Horn. (40) Nov. 20, 1920.
Der Ausbau der Emscher und ihrer Nebenbäche.* (The Enlargement of the Ems and Its Tributary Streams.) Helbing and v. Bülow. (40) Sept. 22, 1920.

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INDEX

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PAPERS AND DISCUSSIONS

CONTENTS

For Index to all Papers, the discussion of which is current,
see the back of the cover

Vol. XLVII. DECEMBER, 1921. No. 10.

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CONTENTS

For Index to all Papers, the discussion of which is current, see the back of the cover

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AMERICAN SOCIETY OF CIVIL ENGINEERS
INSTITUTED 1852

PAPERS AND DISCUSSIONS

WINTER OVERFLOW FROM ICE GORGING ON SHALLOW STREAMS

By J. C. Stevens,* M. Am. Soc. C. E.

Synopsis

Little has been written on the subject of ice gorging since the report of the St. Lawrence River Commission and the construction of the ice barrier to protect Montreal, Que., Canada. The overflow of certain Western streams, caused by ice gorging during the winter months, presents quite different phases of this question.

The occurrence discussed in this paper is not the overflow caused by ice jams brought about, during the spring break-up, chiefly by blocks of crystalline surface ice being arrested at some constricted portion of the river channel and thus forming a temporary dam.

The ice gorge herein discussed occurs during the coldest part of the winter on streams too turbulent to permit the formation of crystalline surface ice; however, frazil and anchor ice are formed in such quantities that the stream becomes a viscous mixture. This results in a rise of the water surface and if the banks of the stream are too low to accommodate this increase of stage, overflow is inevitable.

Increasing the flow of such streams during the winter months by the release of artificially stored water presents an entirely new phase of the problem and merits careful analysis, especially where the overflow may become a menace to life and property.

The facts gathered by the writer during an investigation of the winter overflow from Madison River, Montana, and the effect of storage reservoirs

NOTE.—Written discussion will be published in a subsequent number of *Proceedings*, and, when finally closed, the papers, with discussion in full, will be published in *Transactions*.

* Portland, Ore.

thereon, are also true of other streams with similar characteristics and uses and should be of more than passing interest in the field of hydraulic engineering.

Statement of the Problem

Madison River rises in Yellowstone National Park and flows in a general northerly direction, uniting with Jefferson and Gallatin Rivers near Three Forks, Mont., to form the Missouri. It flows through two agricultural valleys locally known as the Upper and Lower Madison Valleys. In these valleys the river banks are low, and near the lower end of each valley the river divides and subdivides into a network of many brush-lined channels.

In these many channeled parts of each valley, during the cold winter months, ice gorges of varying characteristics are formed. These gorges frequently cause the river to leave its channel entirely and flow across the valley floor, occasionally driving the residents from their homes and leaving the valley covered with solidified frazil ice many feet in thickness.

In 1913, the Montana Reservoir and Irrigation Company completed the Hebgen Reservoir. In the summer this reservoir is operated for the purpose of supplementing the low-water flow of the Madison and Missouri Rivers for the benefit of the Prickly Pear Irrigation Project near Helena, and during the fall and winter for eight hydro-electric plants of the Montana Power Company on those rivers.

The winter of 1916-17 was one of exceptionally sustained, moderately low temperatures, during which an unusual quantity of frazil and anchor ice was formed. This resulted in ice gorges and extensive overflow of the agricultural lands in both valleys. The question arose as to whether the ice gorging and the overflow were augmented by the operation of the Hebgen Reservoir and of the Madison Reservoir and the power plants in the canyon between the upper and lower valleys (Fig. 1). Accordingly, there was instituted a thorough study of the ice gorging and winter overflow phenomena of Madison River both from a physical and an historical standpoint, as well as the effect of the operation of the reservoirs and power plants thereon. This was done in order to ascertain whether such operation was responsible wholly or in part for the overflow and to outline, if possible, some remedial measures.

Phenomena of Ice Formation

The temperature of a mixture of ice and water is always at 32° Fahr., as far as practical temperature measurements are concerned. It is a fact that small differences of temperature do exist; the range, however, is a matter of a few thousandths of a degree above or below the freezing point.

This condition is due to the latent heat of fusion of water. Whenever 1 lb. of water passes from the liquid to the solid state about 144 B. t. u. are liberated. Conversely, when 1 lb. of water in the form of ice passes to the liquid state, the same quantity of heat is absorbed in causing the molecular change from a solid to a liquid state and does not appear as a temperature

change in the body. Therefore, a mixture of ice and water maintains a balance of temperature; if it is subjected to a cooling influence, more ice is formed, which liberates just sufficient heat to keep the mixture at a constant temperature, and *vice versa*. It is of interest to note that from every acre of surface ice formed, 1 ft. in thickness, the same quantity of heat is liberated as in the burning of 18 tons of ordinary coal.

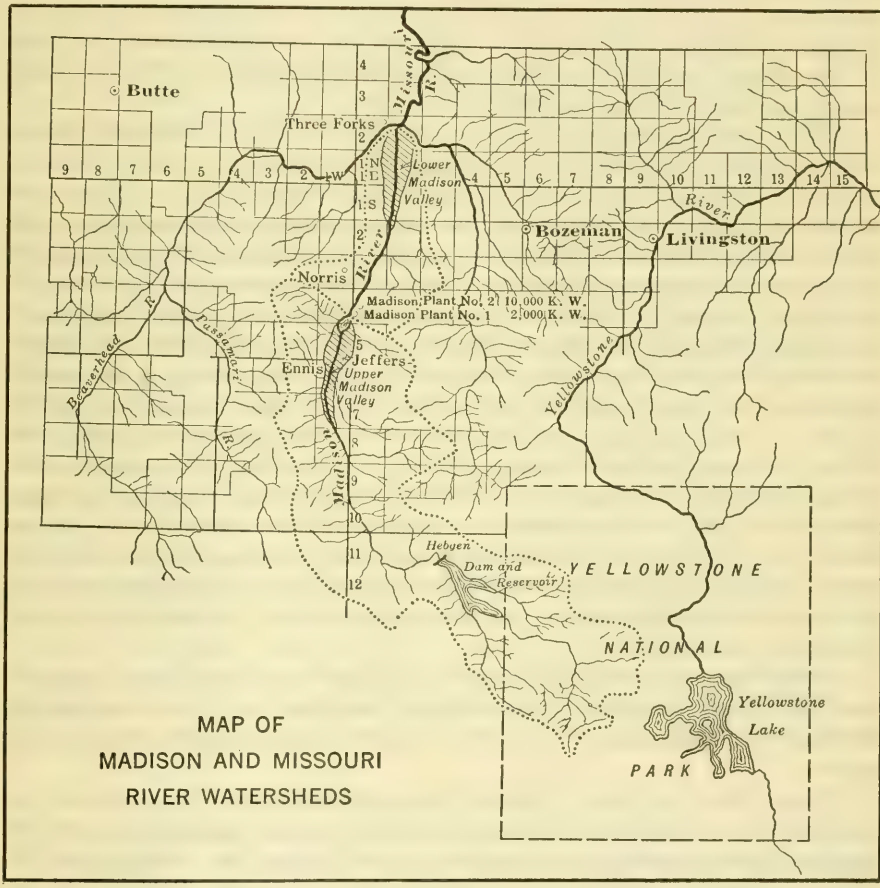

FIG. 1.

There is always a transfer of heat from a warm to a colder body. This transfer takes place by three processes, namely, radiation, convection, and conduction, all of which may be operating at the same time. The water in a river is cooled largely by convection. As the temperature of the air falls below that of the water, a transfer of heat immediately takes place from the warmer water to the colder air. The water at the surface is cooled by contact with the air and becomes denser, therefore, this layer of water sinks and is replaced by warmer water, thus setting up convection currents which gradually cool the whole mass.

When the body of water reaches a temperature of 39° Fahr., a reverse process sets in. At this temperature, water has its maximum density and expands as it is further cooled. Therefore, between 39° and 32° Fahr., the colder water remains at the surface in contact with the cold atmosphere.

Surface Ice.—As soon as the surface layer of water has reached a temperature of 32° Fahr., ice begins to form. From the water's edge the ice crystals begin to spread out over the surface, gradually extending toward the center of the stream. A nucleus of some kind is necessary for the formation of an ice crystal. Such nuclei may be tiny globules of dissolved air from the spray of tiny waves that break on the shore, snowflakes, particles of silt or sand, or any microscopic foreign matter in the water.

After a surface covering of ice is formed, the cooling of the water below it by convection virtually ceases, because the temperature gradient between the under surface of the ice and the water is indeed very slight. Continued cooling by conduction through the ice, however, does go on, but at a much slower rate. Thus, the thickness of surface ice increases at a continually decreasing rate because the quantity of heat conducted through the ice decreases as the ice increases in thickness. An accumulation of snow on the ice greatly diminishes the thermal conductivity of the surface covering and also greatly decreases the rate of ice growth formed from the under side. A substantial covering of ice usually prevents the growth of any other form of ice beneath it, that is, frazil and anchor ice cannot form, because further heat losses from the body of water and the river bed are practically stopped. The water beneath surface ice is a few thousandths of a degree above freezing temperature, except, perhaps, the film of water directly in contact with the under side of the ice sheet. In cold climates all modern power plants utilize this principle by securing a substantial reservoir above the power plant, and where so arranged, no matter how cold the weather, troubles from frazil ice in turbine wheels are practically eliminated.

In this respect the effect of a covering of surface ice on a lake or reservoir may be likened somewhat to the effect of the glass cover of a hothouse in keeping the temperature of the water beneath it slightly above the freezing point.

Frazil Ice.—This form of ice is frequently called slush ice, spicular ice, mush ice, and needle ice. It is also a surface ice, and appears whenever the water is too turbulent for the formation of solid surface ice. Great quantities of this ice may be formed during protracted cold weather. It floats and has the general appearance of snow in the water, but on examination is found to consist of small spicules or needle-like crystals which have a tendency to cohere in masses. The entire water area of the river may become impregnated with frazil ice, forming a mixture much more viscous than water, which causes a retardation of velocity with a consequent increase of stage. Favorable conditions for its formation are turbulent water with cold, strong, up-stream winds and cloudy weather.

Anchor Ice.—Except at its place of formation, which is on the bed of clear shallow streams, anchor ice can hardly be distinguished from frazil ice. The cause of its formation is the rapid radiation of earth heat from the river bed

into space. It forms most rapidly on dark-colored stones, during clear cold nights, and it will not form under bridges, in the shade of overhanging trees, during cloudy weather, and seldom or never under surface ice or in water which is heavily loaded with frazil ice or silt. It is purely a product of radiation and, in this respect, forms under the same conditions as hoar frost.

With a slight rise of temperature during clear, sunny days, this anchor ice will rise to the surface. In rising, it often lifts and carries away the rocks and gravel to which it originally adhered. In appearance, anchor ice is granular and somewhat resembles honeycomb. Once formed, it may grow rapidly by an accumulation of frazil ice adhering to it from the flowing water, and when floating in the river, it cannot be distinguished from a mass of frazil ice.

Causes of Winter Overflow

It has been stated by local authority that the Madison is the only river in Montana which overflows from ice gorges during cold weather. This statement is not true. The Ruby, Boulder, and many small streams behave exactly in the same manner as the Madison in this respect. Floods on the Yellowstone, Missouri, and other streams are frequently caused by ice jams during the spring break-up. Ice gorges from frazil and anchor ice also form during the winter months, but the overflow caused by the latter is limited to the lower lands adjacent to the river.

The Madison is probably the largest river in the State in which winter overflow conditions are so pronounced. The reasons are not hard to find. Madison River has a fairly steep gradient throughout its course. In the two valleys under consideration, the banks are low, the river is shallow and wide, and the bed is strewn with boulders, cobblestones, and gravel. There are many low, brush-covered islands and bars, which form in some places a veritable network of channels, which condition is the natural result of the flow characteristics of this river, combined with the slope of and the gravelly soil composing the valleys. The flow of Madison River is comparatively uniform, and as shown by Table 1 has only about one-fourth the range of the other streams.

TABLE 1.

Stream.	Locality.	Maximum flow, in second-feet.	Minimum flow, in second-feet.	Percentage of maximum flow.
Yellowstone............	Huntley...........	47 900	1 060	2.2
Jefferson...............	Silverstar	16 500	320	1.9
Gallatin................	Logan..............	5 400	178	3.3
Madison................	Plant No. 2........	9 500	1 200	12.6

Other things being equal, a stream with extremes of flow will have a deeper channel in its self-made valleys than one with a low range of flow. Therefore, the Madison, with its low range of flow, has banks averaging about 3 ft. in height through the valleys.

The water surface of a stream carrying large quantities of frazil and anchor ice is raised by reason of the reduction in velocity caused by the increased

viscosity of the flowing mixture. A condition is soon reached in which the river changes from a turbulent to a placid stream. If the banks are high enough this placid condition is reached before overflow occurs and surface ice is formed, which effectually prevents the further formation of frazil and anchor ice beneath it. Unfortunately, the banks of Madison River are so low that overflow often occurs before this condition is reached and is the principal reason for the extensive winter overflow from ice gorges.

The immediate cause of overflow is the formation of ice gorges induced by low temperatures, and such gorges invariably occur during a protracted period of cold weather. When the river water is cooled to the freezing point, frazil ice immediately begins to run. If the nights are cold and clear, anchor ice will form, and if the days are clear, these masses rise and float away. If the days and nights are cloudy, anchor ice does not form, but a greater quantity of frazil ice is created. During storms, snowflakes and frozen spray falling into the water form nuclei that aid in the growth of frazil ice. Thus, whether the atmosphere is clear, cloudy, or stormy, if the air temperatures are lower than freezing, the river, once the water has been cooled to the freezing point, is continually manufacturing ice, the rate depending on the air temperatures below 32° Fahr.

In the Upper Madison Valley, the ice gorges usually begin just above the upper end of the Madison Reservoir. This part of the valley is broken into a network of channels, and there are a great many low brush-covered islands and bars and innumerable obstructions to flow. In the Lower Madison Valley similar conditions exist.

With the accumulation of frazil and floating anchor ice these channels become completely choked and the river is virtually dammed with ice. Overflow is inevitable. First, the low sloughs and overflow channels are filled with water on which may form surface ice, and over which the river flows with its load of frazil. These channels soon are filled as high as the surrounding land, which causes the river to seek new outlets. In this manner the overflow spreads, and the water frequently leaves its natural bed altogether and flows over the surrounding bottom-lands. A water channel tends to choke itself with frazil ice; thus, the water is continually changing its path of travel and virtually raises the entire bottom to an irregular level of ice. While the cold continues, this frazil, exposed to the air, solidifies in huge masses, forming effective banks. There is practically no limit to the extent of overflow or ice accumulation that may occur as long as the critical degree of cold continues.

The surface ice at the edges is broken off by the rising water and floats down to add its volume to the gorge. These cakes frequently lodge edgewise and form an effective barrier for the accumulation of frazil and anchor ice. With a few days of rising temperature, the river begins to cut through and flows under the ice in its original channel, gradually clearing it of the accumulated ice. Oftentimes banks of frazil 7 or 8 ft. high are left along the river's edges.

Two types of ice gorges were recognized on Madison River, namely, that designated as the "bridging gorge", in which little or no overflow occurs, and that called the "overflow gorge".

FIG. 2.—TYPICAL GORGE OF THE "BRIDGING" TYPE.

FIG. 3.—APPEARANCE OF RIVER AFTER ICE GORGE HAS BROKEN AND THE WATER HAS RETURNED TO ITS CHANNEL.

FIG. 4.—FRAZIL ICE FLOATING IN RIVER CHANNEL.

FIG. 5.—ICE GORGE OF THE "BRIDGING" TYPE ON GALLATIN RIVER.

The "bridging gorge" is caused by sudden and sustained extreme low temperatures, say, from –15° to –30° Fahr. This condition causes the maximum quantity of frazil ice to form, and the river is suddenly converted from a turbulent stream to a sluggish flowing mixture throughout its entire length. The river rises and is frozen over for long stretches of its length, thus preventing in these stretches the further formation of frazil and anchor ice. As long as the low temperature continues, the water flows beneath the ice bridge without overflowing its banks appreciably. Fig. 2 shows such an ice bridge with the water flowing beneath it.

The "overflow gorge" is caused by sustained moderate temperatures, say, between 15° and 25° Fahr. Such a condition leaves the river open practically throughout its entire length, causes considerable frazil and anchor ice, but not enough to form a "bridging gorge". Hence, the formation of ice continues unabated, and the many channeled lower part of the valley becomes the gathering ground for all the frazil, surface, and anchor ice formed in the river above.

Between these two distinct types of ice gorges there is every possible intermediate type, the one merging into the other, causing varying degrees of overflow. The river is thus known to overflow one place one time, and some other place another time, in fact, every possibility of gorging and overflow between the two extremes is known to have occurred. So capricious are these overflows that, during the winter, stock is never allowed to pasture in the bottomlands. In the history of these valleys, thousands of head of cattle have been trapped and lost in the winter overflow.

By interviewing the old settlers of the valleys, it was found that ice gorges and overflows were to a greater or less extent of annual occurrence. Winters that stand out especially in this respect are those of 1867, 1875, 1883, 1898, 1910, and 1917.

In the Lower Madison Valley in the decade, 1890-1900, iceboats were successfully used by a colony of sport-loving Englishmen. The ice overtopped the fence posts, giving clear stretches 10 miles or more in extent. In fact, it appears that the limits of the 1916-17 overflow had at times been equalled if not exceeded.

Effect of Reservoir Operation

Apart from an increase in winter flow, the effect of a reservoir in such a stream is first to diminish the quantity of ice below it. For example, consider a turbulent river, 100 miles in length, with a valley at the lower end. In its natural condition the river pours into this valley all the ice formed throughout its length.

Now if a substantial reservoir is built 25 miles above the valley, it will constitute an ice barrier for the 75 miles of river above it, since no frazil ice can pass the reservoir. Moreover, the water from this reservoir is slightly above freezing temperature and frazil ice cannot form until the water has been cooled to freezing in the channel below. It is obvious, therefore, that after the construction of the reservoir the quantity of ice reaching the valley

will be limited to that formed in the lower 15 or 20 miles of river, whereas, prior thereto, 100 miles of river contributed its ice to the valley.

The first effect of increasing the flow is to diminish the quantity of anchor ice that may form, due to the increased depth of water reducing the quantity of heat that may be radiated directly from the bed of the stream.

The second effect is to diminish the turbulency and encourage the tendency of the water at freezing temperature, to remain on the surface. Thus, the formation of frazil ice is more likely to be confined to the surface of the moving water, which is not the case when the water is brought to a uniform freezing temperature by thorough mixing.

The third effect is to increase the quantity of frazil ice about in proportion to the increase in the area of the water surface.

The fourth effect is to increase greatly the transporting power of the current, thus enabling the river better to carry its icy load without gorging and, therefore, delay the formation of the gorge until a rise of temperature destroys the tendency of the ice to gorge. The increased flow tends to cut out the gorge quicker with a slight rise in temperature; in other words, the river becomes more sensitive to the temperature changes and the duration of the overflow is less than with the normal flow. For example, consider a typical cross-section of Madison River, as given in Table 2.

TABLE 2.

Gauge, in feet.	Mean depth, in feet.	Width, in feet.	Discharge, in second-feet.	Area, in square feet.	Mean velocity, in feet per second.	Transporting power.
2.0	1.84	177	880	325	2.60	1
2.5	2.19	186	1 470	425	3.45	6
3.0	2.80	195	2 350	545	4.31	21
			Increase in Percentage:			
2.0 to 2.5	19	5	67	31	33	500
2.0 to 3.0	52	10	167	68	66	2 000

It is stated in textbooks on hydraulics that the weight of bodies which can be moved by a current varies as the sixth power of the velocity, hence the increase in transporting power, corresponding to an increase of 67% in discharge, is 500%, and an increase of 167% in the discharge increased the transporting power 2 000 per cent. Of course, when the river becomes loaded with frazil ice, the velocity is somewhat reduced and the river rises, the flow remaining constant. With the increased flow and a loaded river, the full effect of the increase in transporting power is not felt, but, nevertheless, there is a decided increase in its transporting power and its ability to prevent and to cut out gorges. If the quantity formed varies as the surface exposed, there is only a 10% increase of frazil ice with 167% increase of discharge.

The change in the winter régime of a river by reason of the operation of reservoirs, results from five causes. The effect of four of these causes is to diminish the quantity of ice formed, and only one has the effect of increasing it; hence, the net effect of the construction and operation of reservoirs on the

Madison River was to diminish the quantity of ice and ice gorging. As applied to Madison River, this fact was abundantly verified by the testimony of old settlers still living in the valleys.

The next point of inquiry is whether a reduction in the quantity of ice might not increase in some manner the overflow, by making the general type of gorge conform more nearly to that of the "overflow gorge" in distinction to the "bridging gorge", as previously defined. This question is intimately associated with temperatures and windy, clear or cloudy days and nights. For any given set of climatic conditions, it is acknowledged that the effect of reservoir operation on Madison River has been to reduce the total quantity of ice, to delay the formation of gorges, and to hasten the return to normal conditions. This effect results from physical causes which, if valid for one part of the valley, must be valid for all parts. What then produced the abnormal overflow in the Madison Valleys in 1916-17? The answer is readily found in abnormal climatic conditions.

The deduced mean natural flow of Madison River at Plant No. 2, situated between the Upper and Lower Valleys (Fig. 1), during the months, November to March, each winter, and the increases in flow resulting from the operation of the Hebgen Reservoir, are given in Table 3.

TABLE 3.

Winter season, November-March.	Deduced mean natural flow, in second-feet.	Additional flow from Hebgen Reservoir, in feet.	Percentage of increase.
1914-15	1 600	440	28
1915-16	1 540	520	34
1916-17	1 440	940	65
1917-18	1 420	610	43
1918-19	1 460	1 090	75
1919-20	1 170	180	15
1920-21	1 310	110	8

The Hebgen Dam is about 60 miles below the source of the river and by creating a reservoir about 20 miles in length, has the effect of eliminating approximately 100 miles of river which before the construction of the dam contributed large quantities of ice to the lower valleys. Ice gorges now form above the reservoir as in previous years, but this mobile ice is melted in its passage under the surface ice of Hebgen Reservoir. The water issuing from the dam is free from ice and its temperature is slightly above the freezing point; therefore, no ice can form in this river until the water has again been cooled to the freezing point. It has been found by observation that no appreciable quantity of frazil ice even in extreme temperatures begins to form within 10 miles below the dam.

The effect of the Hebgen Reservoir, therefore, aside from the question of increased flow, has been to diminish the quantity of ice reaching the Upper Madison Valley. For the same reasons, the Madison Reservoir which is at the head of the canyon between the two valleys (Fig. 1), has the effect of still further diminishing the quantity of ice in the Lower Valley by eliminating

about 80 miles additional of ice-producing river channel. Hence, before the construction of either reservoir, the Lower Valley was the gathering ground for the ice produced in 150 miles of river. By the construction of the reservoir the length of ice-producing channel has been reduced to about 25 miles.

During the winter of 1916-17, as a result of the operation of the Hebgen Reservoir, the mean increase in flow was 65%, and during certain periods, it was more than doubled. Yet the increased quantity, if no ice was present, is only about one-fourth the capacity of the river channel before overflow occurs.

Ice-Forming Factor

The real cause of the unusual overflow of 1916-17 in the Madison Valley was abnormally sustained moderately low temperatures. The rapidity with which ice will form is dependent far more on the drop in temperature below freezing than any other factor, provided that drop is not sufficient to form a "bridging gorge" throughout the length of the river and thus prevent the further formation of ice. Clear days and nights, cloudy weather, winds, and snows, all have their effect, but they are of minor importance in comparison with the temperature gradient.

The quantity of ice formed will depend on the amount of heat lost from the water. The heat lost after water has been cooled to 32° Fahr. and ice has begun to form is the latent heat of fusion. Virtually, 1 lb. of water is frozen for every 144 B. t. u. extracted from the water. Practically, the same amount of heat is lost in 1 day with a drop in temperature of 10° as is lost in 2 days with a drop of 5°; hence, the number of degree-days below freezing in any period will be the measure of the quantity of ice formed during that period.

When the air temperature is above the freezing point, heat passes from the air to the water, and latent heat is absorbed by the water with a reduction in the proportion of ice. The quantity of ice thus lost is also measurable by the degree-days above freezing. Hence, in any period, the net quantity of ice is measured by the excess of degree-days below freezing over those above that temperature. These relations, of course, only hold as long as the river remains open and a mixture of ice and water may be considered.

Fortunately, long-time records of temperature were available at Bozeman (and Fort Ellis), Mont. These records beginning in 1868 were practically continuous to date. A comparison of temperature records at Bozeman with those obtained in recent years at Madison Plant No. 2, at Ennis, and at Three Forks, shows that the Bozeman records represent very accurately the temperatures in both the Upper and Lower Madison Valleys, and may be safely used to fix relative yearly variations.

The mean daily temperatures for the months of November to March, inclusive, for each winter, were plotted. The winter season was considered to begin on the first date in the fall that the mean daily temperature fell below freezing and to end with the date it rose above freezing in the spring. The areas of these temperature curves below freezing in excess of those above freezing were found by means of a planimeter. These areas gave for each winter season the number of degree-days below freezing in excess of those

above freezing. This quantity was called the ice-forming factor for that season. Figs. 6 and 7 show the temperature curves for the winters of 1916-17 and 1871-72, respectively. Fig. 8 shows the ice-forming factors for each of the 53 years of record, arranged in chronological order, and Fig. 9, the same factors arranged in order of magnitude. With the exception of the winter of 1871-72, it is seen that the winter of 1916-17 shows the greatest ice-forming factor during the entire 53 years.

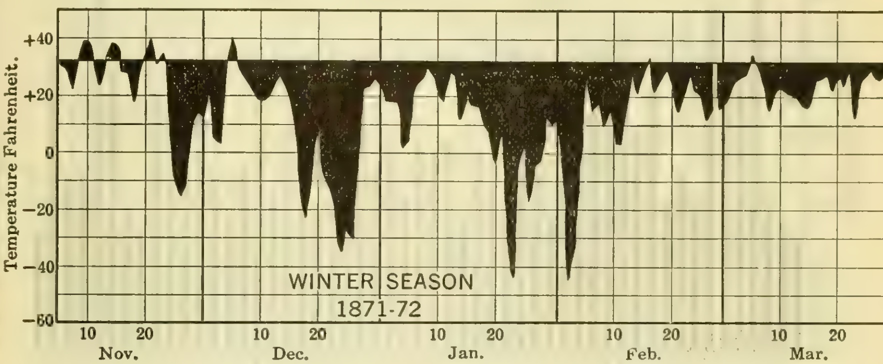

FIG. 6.

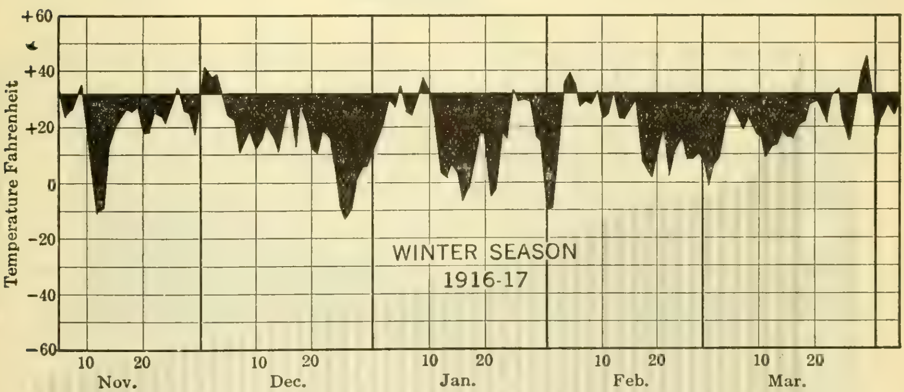

FIG. 7.

The ice-forming factor alone is no measure of the amount of overflow, but merely indicates the net quantity of ice-forming influence from temperatures that obtained during the winter. Overflow results from the type of gorge produced, and one must look to the daily temperature curves themselves in order to judge of the nature of the gorges that would be formed. A comparison between Figs. 6 and 7 shows at a glance why the gorge produced during the winter of 1916-17 was of the overflow type, while that of 1871-72 was more likely to have been a "bridging gorge" which did not produce any unusual amount of overflow.

From this analysis the conclusion was inevitable that the year showing the greatest ice-forming factor and at the same time in which the highest temperatures obtained, was the one producing maximum overflow. Of all the years of record, the winter of 1916-17 was the most abnormal in this regard.

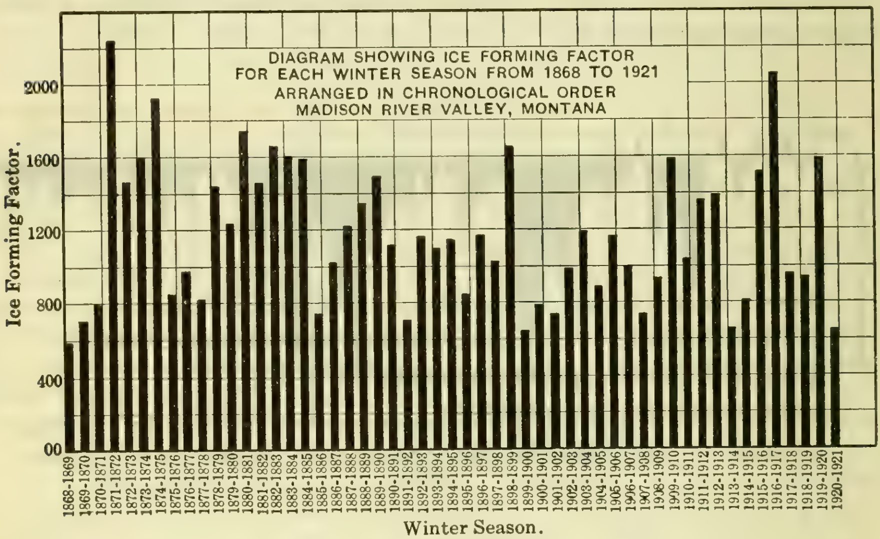

FIG. 8.

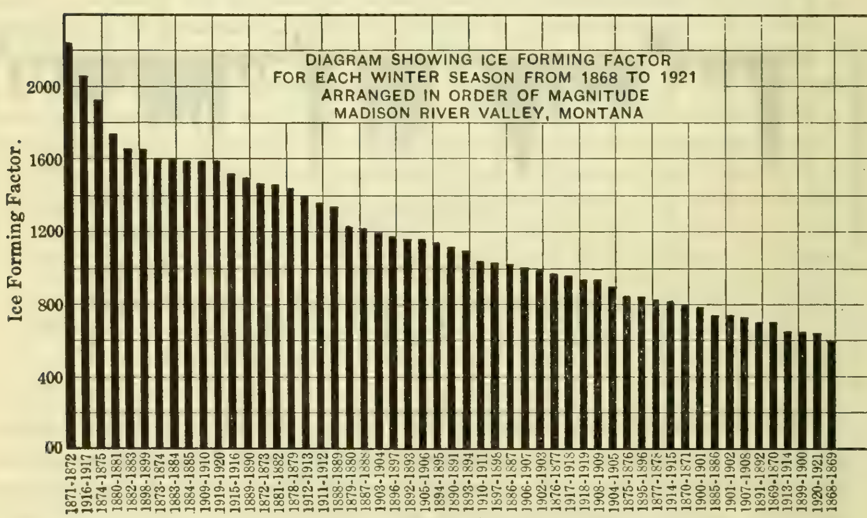

FIG. 9.

FLUCTUATIONS CAUSED BY ICE GORGING

Obviously, when an ice gorge has formed and overflow has commenced, great fluctuations in flow and in river stage are produced. During the formation of the gorge a great quantity of water is converted into ice and remains in

FIG. 10.—FRAZIL ICE LEFT ON AGRICULTURAL LANDS AFTER RIVER HAS RETURNED TO ITS CHANNEL.

FIG. 11.—BROKEN ICE LINE ON BANK SHOWS HEIGHT TO WHICH WATER WAS RAISED AT TIME OF FORMING OF GORGE.

temporary storage until released by a rise in temperature. In fact, it was the inability to secure water for power-plant operation in the canyon between the two valleys which led to the construction of the Madison Reservoir.

In order to secure definite data regarding the fluctuations caused by gorging, two automatic water-level recorders were used, one at the Varney Bridge in the Upper Valley and the other at the Three Forks Bridge in the Lower Valley. To insure records during the freezing temperatures, the floats of each recorder were arranged to rest on oil. In this manner water levels were secured at both places during periods of gorge formation.

At both places, the gorges formed were of the "bridging" type, with the water flowing under the ice and carrying varying quantities of frazil ice from the open river above. Once the gorge was formed, the fluctuations follow broadly the variations in temperature.

It is the general tendency for water to rise with a fall in temperature. This is explained by the slowing up of the current due to an increase in the quantity of frazil ice. A drop in temperature is also coincident with a reduction in the flow, due to the temporary increase of water stored in the form of ice in the river channels, and in the increased areas of flowing water.

One effect of the fluctuations which is damaging to meadow lands, is the cutting and the removal of sod. Evidence of this was plainly seen near the head of the Madison Reservoir and in certain areas near the head of the gorges in the Lower Valley. In some of the meadows and pastures, the sod had been badly cut by the ice. Examined early in June, 1917, the peculiar phenomena were seen of irregular patches of sod from 1 to 50 sq. yd. in area resting on top of several feet of ice, the explanation of which is simple.

The first overflow covered the land with a sheet of water, which, in freezing, became attached to the sod. A second flooding covered this ice 1 ft. or more in depth. The ice on the bottom was cracked and broken in irregular patches and rose to the surface carrying with it the sod on which it was first formed. Later, as the gorge increased, the depth of water became greater and the current flowing under the surface ice, being impregnated with frazil ice, soon filled completely the space between the surface ice and the ground. The ice under the sod is protected and is the last to disappear when the ice melts in the spring. Hence, these patches resembled huge toadstools of ice with sod caps.

Some of these ice cakes with sod adhering to them float away and in melting deposit the sod in adjacent fields. Generally, however, by becoming a part of the surface ice in the ponded water immediately above the ice gorge, they are held in place and, in melting, deposit the sod near the place from which it came, except that it is usually moved a few inches down stream or tilted and broken.

There are evidences throughout both valleys that this process is a natural phenomena of overflow from ice gorges and has been going on from time immemorial.

Remedial Measures

It was previously pointed out that the banks of the Madison River are not sufficiently high to retain the water in its channel while the stage increases as

a result of retarded velocities due to its ice load. Overflow often occurs before the surface can bridge over with ice and thus prevent the further formation of frazil and anchor ice.

The obvious remedy is to increase the height of the banks by dikes. In the Lower Valley, as a result of this investigation, a diking district was organized by the land-owners affected and a dike 11 miles in length was built. The top of the dike was constructed 10 ft. above low water, and the dike was placed as near the river bank as possible consistent with protection from under cutting. Where necessary, ordinary culverts without trap-gates were built through the dike for drainage. The effect of this will be to prevent future overflow, but it will be necessary to irrigate some of the lands which previously were watered from these overflows. There is no doubt but that the winter overflow was a benefit for the raising of wild hay crops, and whether or not all overflow should be prevented can only be determined on the merits of each tract or area as governed by its local conditions.

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PAPERS AND DISCUSSIONS

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THE AREA OF WATER SURFACE AS A CONTROLLING FACTOR IN THE CONDITION OF POLLUTED HARBOR WATERS.

By Richard H. Gould,* Assoc. M. Am. Soc. C. E.

Synopsis.

The sources of oxygen required to meet the demand of the polluting matter in the waters of New York Harbor are discussed in this paper. It is shown that the air is the most important source of this oxygen which is obtained by direct absorption through the water surface. The conclusion is, that under aerobic conditions, oxygen dissolved in the harbor waters will be depleted by the demand of the polluting matter until a condition is reached where the oxygen absorbed from the air equals in quantity that abstracted by the fermenting material in the waters.

During the past year, the writer has had occasion to make a number of tests and observations on the pollution of the waters of parts of New York Harbor and some of its tributaries. As a result of this work, and of other studies, he has been impressed by the tremendous part apparently played by atmospheric oxygen in supplying the oxygen demand of the polluted harbor waters and in preventing obnoxious conditions. The importance of atmospheric oxygen in this connection has been stressed by other writers, notably by Adeney in his report to the New York Metropolitan Sewerage Commission, published in 1912. Others, however, have credited this factor with little influence on harbor conditions. In advancing opinions in support of the former view, the writer recognizes that the basic data available for study are meager, and this paper is presented with the purpose of developing additional information.

The data under discussion were secured by the writer in a series of dissolved oxygen analyses, covering a period from July to December, 1920, made in con-

Note.—Written discussion will be published in a subsequent number of *Proceedings*, and, when finally closed, the paper, with discussion in full, will be published in *Transactions*.

* New York City.

nection with a report by James H. Fuertes, M. Am. Soc. C. E., to the city authorities of Elizabeth, N. J. These data were taken principally on the Jersey side of New York Harbor, mostly in Newark Bay, Kill Van Kull, Arthur Kill,

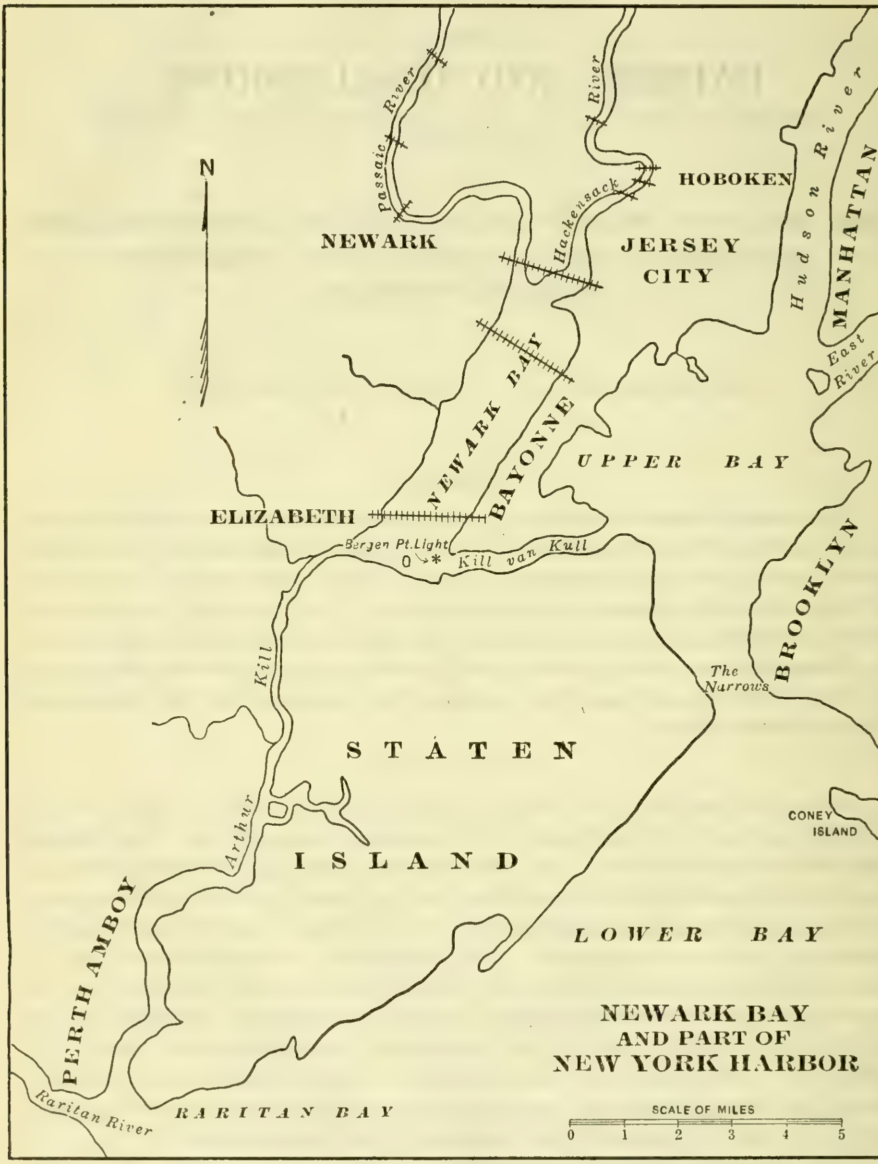


Fig. 1.

Raritan Bay and tributary streams (Fig. 1). The analyses were carried out in accordance with methods used by the Metropolitan Sewerage Commission, and the large amount of data given in the valuable reports of this Commission

have been used freely to supplement the new data which necessarily were limited.

In the course of the investigations, it was observed that at times the dissolved oxygen content of the water changed rapidly from day to day and that the changes seemed to be due primarily to the wind, that is, following a brisk wind which caused considerable wave disturbance, the dissolved oxygen content of the waters might be much higher than is usual in calm weather under similar conditions of temperature and dilution with sea water. For example, on August 24th, 1920, the dissolved oxygen in Newark Bay, at the Lehigh Valley Railroad Bridge, was 14% of saturation, and eight days later, at this point, it was found to be 75% of saturation. In the first case, there was little wind and wave disturbance, whereas in the latter there was much wave motion caused by a brisk northwest wind. At another time, in the Arthur Kill, at Elizabeth, N. J., the dissolved oxygen value increased from 19% at 9.25 A. M., to 52% at 4.00 P. M. of the same day. No doubt, these are extreme cases, but they indicate the importance of the wind and possibly other natural phenomena on the dissolved oxygen content of the harbor waters.

The fluctuation of dissolved oxygen values, in the Arthur Kill, at Elizabeth, is shown graphically on Fig. 2 for certain days in the period from July to December, 1920. The percentage of sea water present and the temperature of the water are also shown on the diagram. Average daily wind velocities, as obtained by the Weather Bureau on the roof of the Whitehall Building in Lower Manhattan, are also shown. This station is about six miles from Newark Bay and at considerable elevation, hence the velocities obtained do not represent actual wind velocities at the surface of Newark Bay. They do show, however, the relative fluctuation in the wind currents, and are valuable, at least, to that extent.

It may be noted that the majority of high saturation values follow or are concurrent with relatively high wind velocities, and, conversely, that the lower saturation values follow lower wind velocities. A quantitative relation between wind velocities and dissolved oxygen content is not apparent from present data, but such a relation could be obtained, no doubt, if sufficient data were available on wind velocities and their direction and on dissolved oxygen content. Although this information would be interesting and of some value, engineers are concerned to a greater extent in the quiescent condition of the harbor waters. The critical conditions for fish life and for the production of nuisances occur when the dissolved oxygen is depleted to the greatest extent.

The chief interest in the effect of wind velocity on the dissolved oxygen content, as far as this paper is concerned, is the attention it draws to the importance of atmospheric oxygen in the maintenance of dissolved oxygen values in the waters. It seems probable that the chief effect of the wind is to ruffle the water surface and, therefore, increase the area exposed to the air. That such decided changes in the dissolved oxygen content occur when the area of the water surface is thus increased, leads to the opinion that oxygen absorbed from the air even through the quiescent water surface may be of considerable importance. An effort was made, therefore, to define the relative importance

of the sources of oxygen to the polluted waters by a study of conditions in Newark Bay.

Newark Bay is a shallow basin, with an average depth of about 6.9 ft. at low tide and a water surface area of about 8.06 sq. miles. Its location in reference to New York Harbor is shown on Fig. 1. The Hackensack and Passaic Rivers flow into Newark Bay at its upper or northern end, and their outlet to the ocean is through two channels, namely, the Kill Van Kull, connecting Newark Bay with Upper New York Bay, and the long reach of the Arthur Kill, connecting Newark Bay with Raritan and Lower New York Bays. The waters in the tidal prisms of Newark Bay and of the Passaic and Hackensack Rivers flow back and forth through the two "Kills". According to the U. S. Coast and Geodetic Survey, 84% of these waters pass through Kill Van Kull and 16% through Arthur Kill.

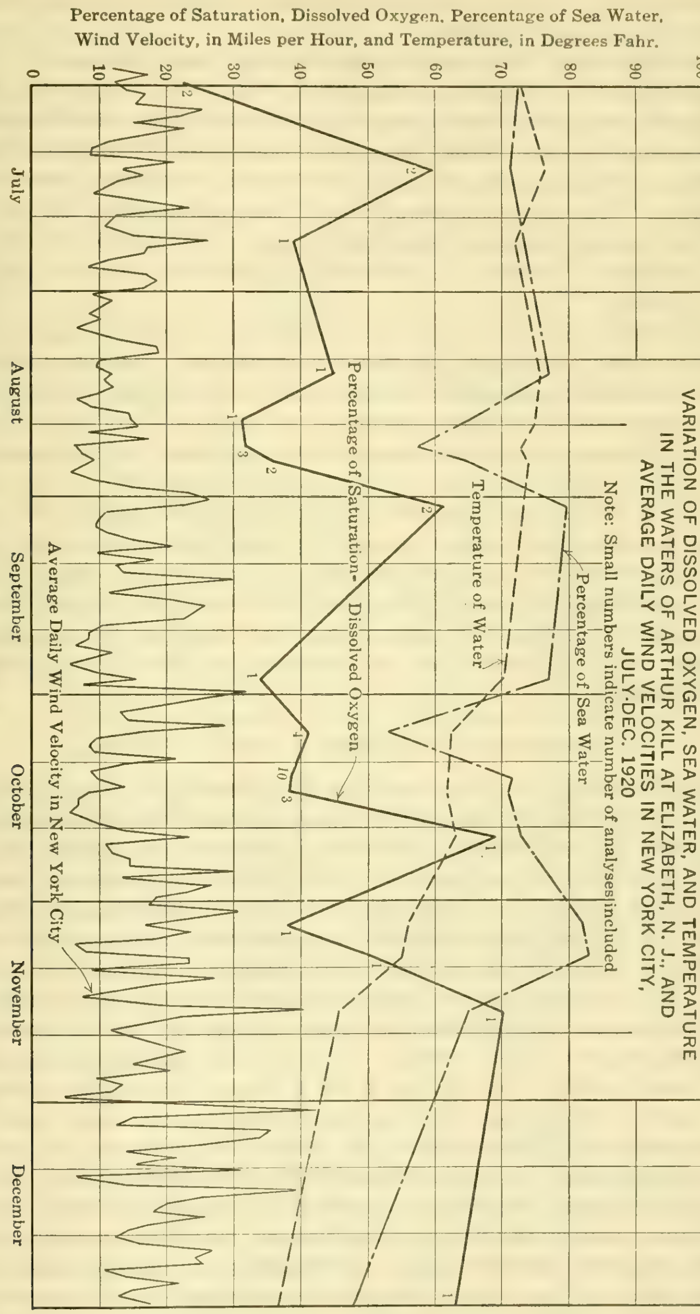
The waters of Newark Bay are heavily polluted. The inflowing Passaic River has been in a septic condition for years, since it receives the untreated sewage from Paterson, Passaic, Newark, and smaller communities. The Hackensack River is polluted to a lesser degree; however, it carries considerable waste material, and all the bordering cities, Jersey City, Bayonne, Elizabeth, and Newark, as well as the Borough of Richmond, New York City, discharge a portion of their untreated sewage into the waters of Newark Bay. The waters of Upper New York Bay are polluted by sewers draining into New York Harbor, and tidal currents force a part of these waters into and out of Newark Bay.

An estimate was made of the amount of this waste material entering the Bay and also its probable oxygen demand for the period of its retention in the Bay waters. The visible sources of oxygen to meet this demand were then measured and estimated to determine the relative importance of the various oxygen sources in preventing obnoxious conditions in the Bay.

The volume of the polluting material can be estimated approximately from the population whose wastes flow into the waters. For purposes of the computation, all the sewage flowing into the tidal waters of the Passaic and Hackensack Rivers and Newark Bay was included. The City of Elizabeth lies at the junction of Newark Bay and Arthur Kill, its sewage being carried north into Newark Bay on the flood tides and south into Arthur Kill on the ebb tides. For present purposes, one-half the volume of its sewage and that from a joint municipal sewer discharging at Elizabeth are considered as being tributary to Newark Bay.

The determination of the oxygen demand of the sewage which finds its way into the Bay is more complicated. This demand is dependent on the strength of the sewage, on the length of time it is in contact with the waters of the Bay, on the temperature, and on the nature of the bacterial actions taking place.

In a report to the Metropolitan Sewerage Commission published in 1912, Adeney estimates that the total oxygen requirement of settled New York sewage, at 0° cent., and 760 mm. barometer, would be not more than 250 cu. cm. per liter, and that about 60% of this amount would probably represent the demand during 48 hours under actual harbor conditions in summer, with



Percentage of Saturation, Dissolved Oxygen, Percentage of Sea Water,
Wind Velocity, in Miles per Hour, and Temperature, in Degrees Fahr.
0
10
20
30
40
50
60
70
80
90
100
VARIATION OF DISSOLVED OXYGEN, SEA WATER, AND TEMPERATURE
IN THE WATERS OF ARTHUR KILL AT ELIZABETH, N. J., AND
AVERAGE DAILY WIND VELOCITIES IN NEW YORK CITY,
JULY-DEC. 1920
Note: Small numbers indicate number of analyses included
Percentage of Sea Water
Temperature of Water
Percentage of Saturation-Dissolved Oxygen
Average Daily Wind Velocity in New York City
July
August
September
October
November
December

FIG. 2.

a temperature of 25° cent. This latter figure corresponds to about 570 cu. cm. of oxygen per gallon of sewage.

The Metropolitan Sewerage Commission has made a number of small-scale experiments on the oxygen demand of New York sewage, with different dilutions of sewage and fresh water, the results of which varied considerably with the dilution used. From its work, however, the Commission estimated that about 1 428 lb. of oxygen would be required to oxidize 1 000 000 gal. of raw sewage. This amount is about 80% of that estimated by Adeney for the demand of settled sewage in New York Harbor. The estimate of the Metropolitan Sewerage Commission corresponds to about 455 cu. cm. of oxygen per gallon of sewage.

It is well to bear in mind the great difficulty in reproducing harbor conditions in small incubation samples. The dilution of sewage with harbor waters is uncertain, and this is also true of the actual time during which the sewage stays within the harbor limits. An additional consideration is the probable existence of a rather strong bacterial culture in the waters of the harbor. It is quite usual to see a marked brownish floc in the waters of Newark Bay, similar in appearance to that of activated sludge. More reliable data are needed on the oxygen demand of sewage in harbor waters, but with the limited information available it seems that Adeney's estimates for the oxygen requirement of settled sewage in New York Harbor may be accepted for the present. In the following computations, therefore, the oxygen demand for sewage entering Newark Bay has been taken at 570 cu. cm. of oxygen per gallon of sewage.

Absorption of Atmospheric Oxygen by Water.

The differences of opinion regarding the quantity of oxygen absorbed by water have hinged largely on whether or not oxygen dissolved by the top layers could stream or be diffused or otherwise distributed throughout the body of water at lower depths. In his report to the Board of Estimate and Apportionment of New York City in 1911, Earle B. Phelps, Affiliate, Am. Soc. C. E., showed that if Ficks' law of diffusion was applicable, oxygen would not penetrate to any great depth, and that little oxygen could be absorbed by the water. He also estimated, in the same report, that the upper 12 ft. of the harbor waters were thoroughly mixed every 1.1 hours by the influence of tides, wind, shipping, etc. Adeney held as a result of his experiments that dissolved oxygen would stream from the top to the bottom of the liquid, maintaining a nearly uniform percentage of saturation throughout the depth of the water.

The latter view does not seem to be inconsistent with the results obtained by the Metropolitan Sewerage Commission, which indicated, as a rule, no marked and general difference in the oxygen values near the surface and those values toward the bottom. In Newark Bay, there seems to be little question but that dissolved oxygen is uniformly and rapidly mixed throughout the depth of the water. The tidal water coming in through the deep channels of the Kills is spread out like a fan over the shallow flats of the Bay. It is further mixed by the close-standing piles of the railroad trestles crossing the Bay, and by the uneven bottom caused by ship channels and obstructions.

The quantity of oxygen capable of being absorbed will depend on the temperature, salinity, and percentage of saturation of the liquid. Water devoid of dissolved oxygen when exposed to the air will absorb oxygen rapidly at first, the rate of absorption decreasing gradually to a low value when the capacity of the water has been reached. A number of analyses made by the Metropolitan Sewerage Commission, Mr. Rideal, and the writer, have been recomputed,

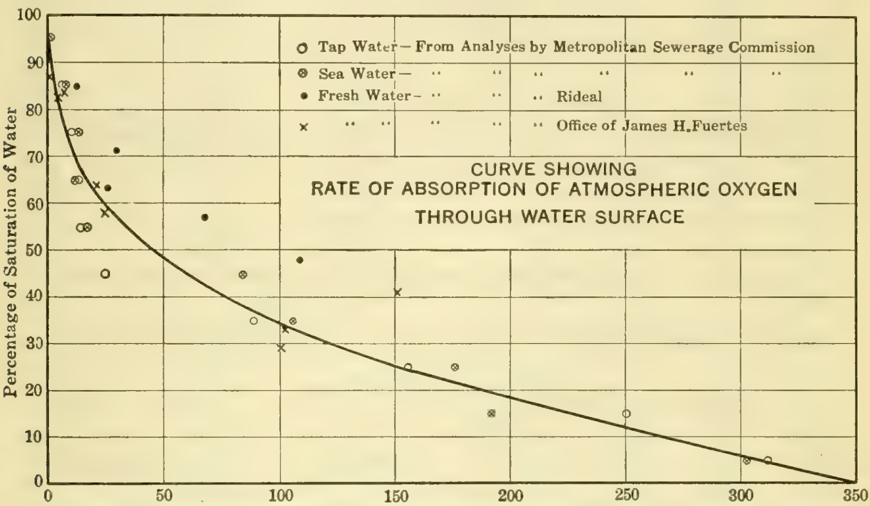


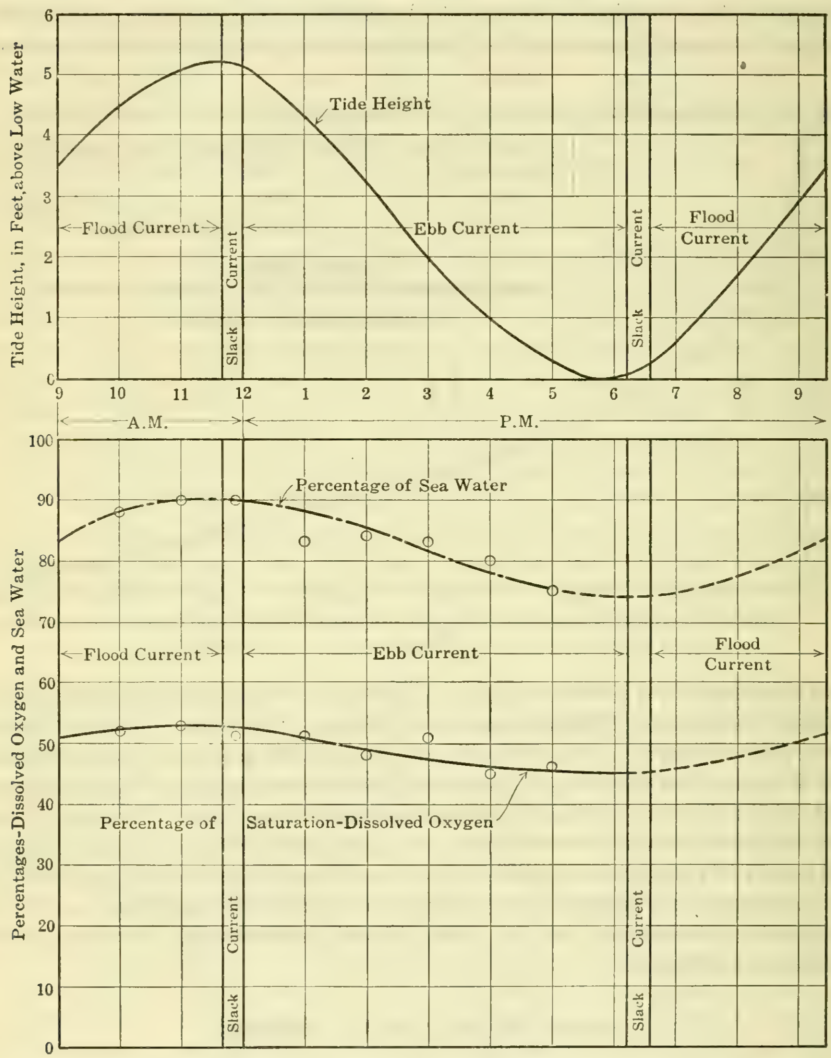
FIG. 3.

and the results are plotted in Fig. 3. The rate of absorption of atmospheric oxygen is shown for different saturation values of the water. No attempt has been made to apply a temperature correction as the data were not sufficiently extensive to show that this is necessary. The temperatures used in the analyses were about the same as those of the harbor waters in summer. Values are given for salt water as well as fresh water, no appreciable difference being apparent between the rates of absorption of the two waters when each is estimated on its saturation percentage. The values given being obtained from small-scale laboratory experiments are for quiet waters unaffected by wind and other disturbing influences.

OXYGEN SUPPLIED BY TIDAL WATERS.

One of the interesting and rather surprising facts disclosed by investigation was that the tidal waters flowing into Newark Bay through Kill Van Kull and Arthur Kill supply little oxygen for the purifying processes taking place in the Bay. It was found from an examination of the reports of the Metropolitan Sewerage Commission that from 106 analyses of flood currents and 104 analyses of ebb currents in Kill Van Kull during 1911, 1912, and 1913, the excess of oxygen in the flood currents over that in the ebb currents was only 0.10 cu. cm. per liter, or less than 1.5% of the saturation value.

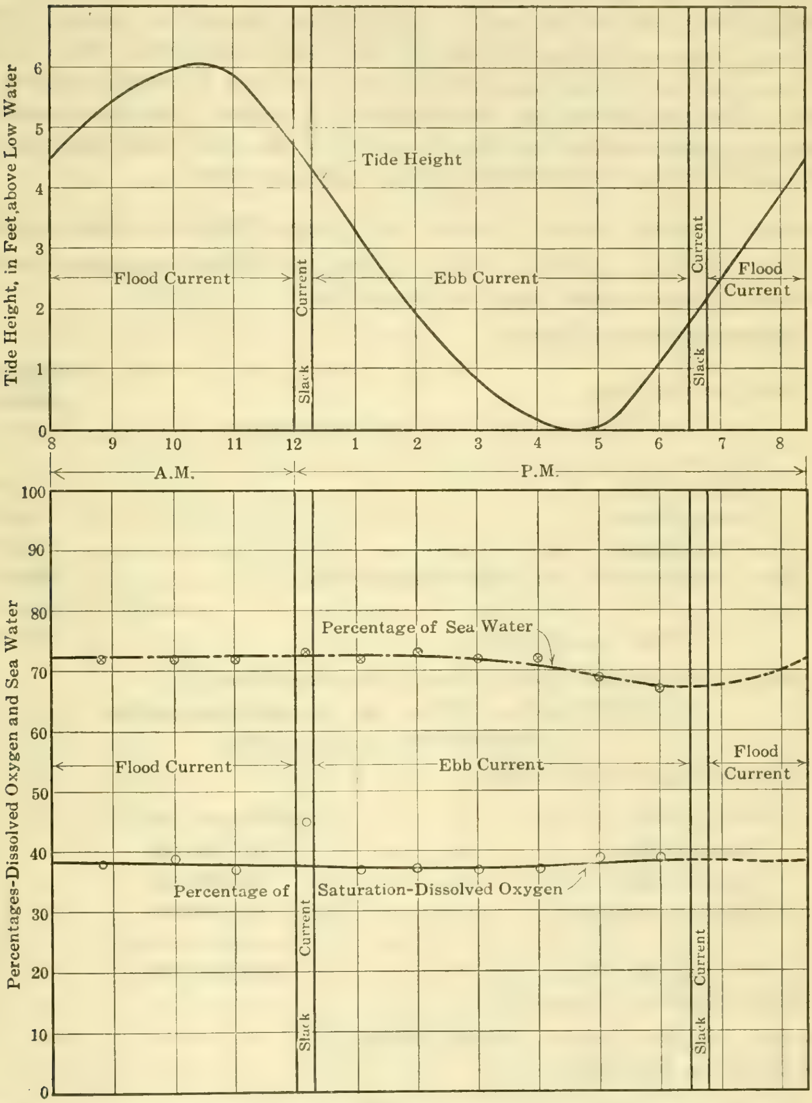
Analyses made by the writer, during 1921, covering a tidal cycle in Kill Van Kull and in Arthur Kill, at Elizabeth, are shown graphically in Figs. 4 and 5. The excess oxygen carried by flood currents over that carried by the



VARIATION IN DISSOLVED OXYGEN AND SEA WATER IN THE WATERS OF KILL VAN KULL AT BERGEN POINT LIGHT, OCT. 15, 1920

FIG. 4.

ebb currents was found to be 0.16 cu. cm. per liter in the case of the Kill Van Kull and 0.02 cu. cm. per liter in the case of Arthur Kill. It may be noted that the quantity of oxygen supplied to the Bay from this source is of minor importance.



VARIATION IN DISSOLVED OXYGEN AND SEA WATER
IN THE WATERS OF ARTHUR KILL AT ELIZABETH, N. J.
OCT. 13, 1920

FIG. 5.

Oxygen Supplied by Natural Stream Flow.

Periods of low saturation in the harbor waters correspond generally with low stream flows in the inflowing rivers. Part of the dry-weather flow of the Passaic River is diverted for water supply purposes, about 81%, or about 770 sq. miles of water-shed being available for furnishing stream flow. Most of the dry-weather flow of the Hackensack River is utilized for water supply purposes. The small stream flow entering the tidal section of the river would not have an oxygen content greatly in excess of the outflowing water at the Kills, and its effect in supplying oxygen may be neglected.

Example Showing Oxygen Sources and Oxygen Demand in Newark Bay.

The following approximate figures show the relative importance of the various sources of oxygen supply in Newark Bay.

Estimated Sewage Flow.—

	Millions of gallons per day.
Into Newark Bay:	
50% from Elizabeth and Joint Municipal Sewer	15.0
Bayonne	1.0
Jersey City	6.0
Staten Island	1.0
Into Hackensack River	14.0
Into Passaic River and Upper Newark Bay	120.0
Total sewage flow	157.0

Oxygen Demand of Sewage While in Bay and Rivers.—

157 000 000 gal. at 570 cu. cm. of oxygen per gallon
= 89 490 000 000 cu. cm. per day.

Oxygen Supplied by Tides.—

Volume in tidal prisms:	Cubic feet per cycles.
Newark Bay	1 070 000 000
Passaic River	195 000 000
Hackensack River	418 000 000
Total	1 683 000 000

or 3 367 000 000 cu. ft. per day.

Oxygen supplied through Arthur Kill at 0.02 cu. cm. per liter:

$$3\,367\,000\,000 \times 16\% \times 0.02 \times \frac{170}{6} = 304\,000\,000 \text{ cu. cm. per day.}$$

Oxygen supplied through Kill Van Kull at 0.16 cu. cm. per liter:

$$3\,367\,000\,000 \times 84\% \times 0.16 \times \frac{170}{6} = 12\,800\,000\,000 \text{ cu. cm. per day.}$$

Total oxygen from tides......... 13 104 000 000 cu. cm. per day.

Oxygen Supplied by Rivers.—

Passaic River.—The dry-weather flow, taken at 0.2 cu. ft. per sec. per sq. mile of water-shed is not used for water supply. The oxygen content is assumed to be 5.2 cu. cm. per liter at Paterson Falls and 1.8 cu. cm. per liter at Kill Van Kull, or a difference of 3.4 cu. cm. per liter:

770 sq. miles at 0.2 cu. ft. per sec. $\times$ 86 400 = 13 310 000 cu. ft. per day.
13 310 000 $\times$ 3.4 $\times$ 28.32 = 1 280 000 000 cu. cm. of oxygen per day.

Hackensack River.—The entire dry-weather flow is taken for water supply:

Total oxygen from rivers = 1 280 000 000 cu. cm. per day.

*Oxygen Supplied from Atmosphere.**—

Passaic River.—At 0% of saturation and 40 600 000 sq. ft. of water surface:

40 600 000 at 345 cu. cm. per square foot = 14 007 000 000 cu. cm. per day.

Hackensack River.—At from 5% to 40% of saturation:

89 000 000 sq. ft. at 166 cu. cm. per square foot........................ = 14 774 000 000 cu. cm. per day.

Newark Bay.—At from 5% to 35% of saturation:

227 700 000 sq. ft. at 184 cu. cm. per square foot........................ = 41 900 000 000 cu. cm. per day.

Total oxygen from air.......... 70 681 000 000 cu. cm. per day.

Oxygen from All Sources.—

From tides........	13 104 000 000	cu. cm. per day	=	15.4% of total
From rivers.......	1 280 000 000	" " " "	=	1.5% " "
From atmosphere.	70 681 000 000	" " " "	=	83.1% " "
Total	85 065 000 000	cu. cm. per day	=	100 %

The estimated oxygen demand of the entering sewage was 89 490 000 000 cu. cm. per day, 95% of which is accounted for in the apparent oxygen sources previously mentioned. The agreement is closer than might be expected from the extent of the available data. It will be noted that 83.1% of the apparent oxygen supply is estimated as coming from the air.

An attempt was made to apply this method of computation to the entire New York Harbor. Complete data were not available, and it was necessary to make a number of approximations. Table 1 is given not because it is believed to be accurate in all its details, but because it throws an interesting light on the relative importance of the purifying agencies acting on the harbor waters.

It is recognized, of course, that the source of oxygen dissolved in water is from the air, although agreement is not general as to the rate at which this

* Absorption values are taken from Fig. 3.

takes place. Passing out from the harbor to the ocean, organic matter is diluted with such large volumes of water and spread over such a large area that the depletion in oxygen is not noticeable. The distinction between oxygen supplied from the tides and that from the air is relative only, depending on the areas considered. If the included area is taken far enough from the sources of pollution, the effects of oxygen carried by the tides are of little relative importance, as all oxygen consumed by the waters in the area is made up by absorption within the limits chosen. The area available to absorb oxygen and maintain dissolved oxygen in the waters near the sources of pollution depends chiefly on the distance and area reached by direct tidal currents and, therefore, on the volume of tidal flow passing these points. The intermixture of the direct tidal currents with waters in the areas immediately beyond their reach makes additional absorption areas available. These latter areas are polluted to a lesser degree, and therefore the unit rate of oxygen absorption is less. The extent of these areas will depend on the characters of the tidal currents, the tidal over-run, and other conditions difficult to define.

TABLE 1.—ABSORPTION OF ATMOSPHERIC OXYGEN IN NEW YORK HARBOR IN 1920.

Section.	Area of water surface, in million square feet.	Estimated minimum percentage of saturation of dissolved oxygen, in 1920.	OXYGEN ABSORBED FROM AIR.	
			Cubic centimeters per square foot per day.	Million cubic centimeters per day.
Upper Bay	542	25	152	82 500
Hudson River (to Mt. St. Vincent)	404	15	220	89 000
Upper East River	258	15	220	56 800
Lower East River	118	5	305	36 000
Harlem River	21.4	0	347	7 420
Kill Van Kull	28.7	30	124	3 560
Newark Bay	224	15	220	49 400
Arthur Kill	116	45	59	6 830
Jamaica Bay	582	45	59	34 400
Lower Bay	3 420	80	6	20 600
Hackensack River	89.1	15	220	19 600
Passaic River	40.6	0	347	14 100
Long Island Sound, Throggs Neck-Pelham	489	80	6	2 940
Total apparent oxygen absorbed from atmosphere	....	....	....	423 150

In the case of New York Harbor, the waters of the Lower Bay are still well saturated with oxygen, indicating that beyond this point oxygen is absorbed at a low rate, presumably over large ocean areas. Table 1 indicates to what extent the oxygen that may be absorbed by waters, depleted to the extent of the harbor waters, compares with the estimated oxygen demand of the sewage from the Metropolitan District. The minimum saturation values found in the harbor waters are used, as it is believed that they comply with the basis of the absorption curve more than average values which include high figures due to the disturbing influence of winds, etc. Most of the saturation values

used are estimates based on the minimum values published in the 1917 Report of the Board of Estimate and Apportionment of New York City. The absorption values of atmospheric oxygen are taken from Fig. 3.

The oxygen content of the fresh water of the rivers flowing into the harbor is not materially different from that of the waters of Long Island Sound and the ocean at Sandy Hook, so that the influence of the oxygen carried by them may be neglected. If the total sewage flow of the Metropolitan District is taken as 800 000 000 gal. per day, the 423 150 cu. cm. of oxygen per day given in Table 1, represents 529 cu. cm. of atmospheric oxygen per gallon of sewage utilized by the organic matter in the sewage while it is within the harbor limits. This is about 16% greater than the estimate of the Metropolitan Sewerage Commission for the oxygen demand of New York sewage and about 7% less than that of Adeney as given previously. This seems to indicate that nearly the entire oxygen demand of the sewage in the harbor waters can be taken care of by direct absorption from the air. From this, it seems reasonable to conclude that the percentage of saturation of the harbor waters at any point will be lowered to such a value that the oxygen absorptive powers of the waters at this percentage of saturation will equal the oxygen demand of the fermenting organic matter in these waters.

A similar computation was carried out for the tidal section of the Elizabeth River. This is a small, badly polluted stream flowing into Arthur Kill. It has a water surface of 1 028 000 sq. ft., and during the four tests (Table 2), the stream flow ranged from 1.6 to 10 million gallons per day and the percentage of saturation of dissolved oxygen from 12 to 32 per cent. The polluting sewage was estimated at 800 000 gal. per day. Table 2 shows the results of the four tests.

TABLE 2.—Sources of Dissolved Oxygen in the Elizabeth River.

Date, 1920.	Oxygen Supply, in Million Cubic Centimeters per Day, from:				Percentage of estimated oxygen demand.
	Stream flow.	Tidal flow from Arthur Kill.	Absorbed from atmosphere.	Total.	
June 30.........	30.2	158	267	455	100
July 29.........	17.6	240	267	524.6	115
August 12.....	131.0	146	123	400	88
October 22....	50.0	293	227	570	125
Average........	....	....	....	487.4	107

Although there is some variation, due possibly to inaccuracies in the various estimates made, the results in general tend to confirm the applicability of the method of computation.

To sum up the questions discussed, the evidence seems to indicate that the oxygen demand of polluted harbor waters, when not supplied from other sources, is satisfied as far as possible by direct absorption from the air and that the dissolved oxygen in the waters will be depleted until the rate of oxygen absorption from the air equals the rate of oxygen demand of the fermenting organic

matter; that is, the area of the water surface available to absorb oxygen from the air appears to be the principal factor in controlling the condition of polluted harbor waters. The volume of water in the harbor and tidal currents, although of tremendous importance in mixing the waters and distributing the polluting material over large areas, seems to be secondary to the ability of the waters to absorb oxygen directly from the air.

Data on the oxygen demand of sewage in the waters of New York Harbor and for the construction of an absorption curve are not as complete as might be desired. It is believed, however, that the values given by the writer are sufficiently near the actual conditions to bear out at least the underlying ideas presented. With more extensive data it might be possible that the methods indicated will permit a reasonably accurate estimate to be made of limiting quantities of sewage which the harbor will receive without the production of an active nuisance, or to predict the extent of depletion in the dissolved oxygen content for definite quantities of polluting material.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

STREAM POLLUTION AND SEWAGE DISPOSAL*

A SYMPOSIUM

By Messrs. George T. Hammond, Kenneth Allen, John F. Skinner, W. L. Stevenson, Earle B. Phelps, T. Chalkley Hatton, Langdon Pearse, and W. H. Dittoe.

With Discussion by Messrs. Harrison P. Eddy, J. Frederick Jackson F. A. Dallyn, W. F. Wells, Alexander Potter, Edward S. Rankin, and S. John Scacciaferro.

* Presented at the meeting of November 16th, 1921.

TANKS AND FINE SCREENS FOR TREATING SEWAGE

By George T. Hammond,* M. Am. Soc. C. E.

In considering the title of this symposium, "Stream Pollution and Sewage Disposal", and what should be said about tanks and fine screens, the speaker's first thought was that perhaps the title should have been "Sewage Disposal and Stream Pollution", for observation of actual conditions rather tends to justify the statement often made, that sewage disposal is the main cause of stream pollution; this is sometimes the case even where treatment plants have been established. Not to mention instances known to most engineers, in which sewage is "disposed of" without any attempt at treatment, examples of American idealism and carelessness in sanitary works are sometimes found, in which elaborate and costly plants are constructed, and do not function, because of ignorance or neglect on the part of those whose duty it is to care for their proper operation—sanitary engineering efforts conceived in faith, but which will not function on faith alone.

Engineers are familiar with the various forms of tanks of which quite a number are obsolete, and of fine screens that have been in use for many years in sewage treatment works, some of which are also obsolete. There has been an evolution from the ancient and odorous cesspool to the sedimentation and separate sludge digestion tanks of the present. Experience and experiments go far to prove that the latter afford the most satisfactory method of tank treatment, securing a high removal of suspended solids and complete digestion of the sludge, without much danger of a nuisance. Much experience with the design and operation, as well with overloading and abuse, of such tanks was gained during the World War, and the interested student can inform himself of many data from several important papers since published, of which the speaker will only mention the one presented by Leonard S. Doten, M. Am. Soc. C. E., to the Society.†

The speaker will not attempt any discussion of the various forms of tanks and fine screens so fully described in textbooks and so frequently seen in treatment plants abroad, but will confine himself to those which seem to have demonstrated their usefulness in ordinary American practice.

One of the latest extensive projects in sewage treatment is the proposed enlargement of the Baltimore plant, concerning which an interesting paper‡ has appeared recently. The following statement is quoted from that paper:

"Everything points to the adoption of sedimentation tanks in conjunction with sludge digestion tanks as the most logical solution of the problem for Baltimore conditions. None of the many troubles that have to be confronted in the operation of Imhoff tanks is found in treating sewage with sedimentation and sludge digestion tanks. No foaming is met with; no time is spent squeegeeing; no scum has to be removed; no skimming of tanks is required; and no uncertainties of operation have to be considered."

The experimental work on sewage treatment in Brooklyn, extending over more than five years, appears to justify the conclusion reached in Baltimore

* Brooklyn, N. Y.

† *Transactions,* Am. Soc. C. E., Vol. LXXXIII (1918), p. 337.

‡ *Engineering News-Record,* Vol. 87, p. 654.

as to the success of sedimentation and separate digestion, except that much difficulty was not found with the Imhoff tank.

The Imhoff tank affords a method of obtaining separate sludge digestion in a chamber placed under the sedimentation chamber. It eliminates the necessity of transferring the settled matter from one tank to another, and thus has an advantage over the separate tank system. That it has some unpleasant tendencies, however, must be admitted.

In the experimental work in Brooklyn, three Imhoff tanks were used, designated, respectively, as No. 1, No. 2, and No. 3. The capacities per day were as follows: No. 1, 150 000 gal.; No. 2, 100 000 gal.; and No. 3, 50 000 gal., each operating on a theoretic 2-hour retention period. The tanks were of different depths, but of the same plan, the cross-section at any proportional depth being identical in all of them. All the tanks were operated more than five years.

Among the points of interest observed during the Brooklyn experiments, the speaker will mention the following:

1.—For Imhoff tanks the sludge digestion capacity should be sufficient to carry the sludge for eight months without discharging, and the capacity below the slots should be at least about 2 cu. ft. per capita for the population served. This large storage capacity not only is necessary for storage during non-drying periods, but it also appears to have some important relation to the digestive process, and helps to prevent foaming.

2.—Double slots, that is, one slot at the bottom of each inclined plane of the sedimentation chamber, with a triangular baffle beneath, instead of one plane passing under the other, appear to give the best results in these tanks and largely eliminate the need of squeegeeing the slopes.

3.—The slopes should be at least $1\frac{1}{4}$ vertical to 1 horizontal, and the flow should be parallel with the slopes and slots; a rate of flow equal to 1 ft. per min. is excellent.

4.—Scumboards and baffles add to tank efficiency.

5.—From observation the speaker has reached the conclusion that two sludge digestion pockets under the sedimentation chambers are better than three, and that the best length for the sedimentation chamber would afford 60 ft. net for the flow between the scumboards at the inlet and the outlet. Provision should be made to reverse the flow.

During the World War, and while in the employ of the U. S. Government, among various assignments, the speaker was detailed to take care of the design of an Imhoff tank plant for Harriman Village and other industrial housing projects, and the City of Bristol, Pa., jointly. W. H. Boardman, Assoc. M. Am. Soc. C. E., of Philadelphia, Pa., was retained by the City of Bristol, and collaborated with the speaker on this work, which consisted of three Imhoff tank units, each of which had a capacity to care for 2 500 000 gal. per day of sewage flow, at 1-hour retention, or 1 125 000 gal. per day at 2 hours. The principles previously mentioned were carried out in the design of the plant, which has been in operation about three years and has given excellent service. There has been no trouble with the plant, no odors, and squeegeeing of the slopes is seldom required.

Many engineers have come to the conclusion that in a treatment plant the Imhoff tank is an element of risk. After having visited most of the

larger and many of the smaller installations of this tank in the United States and abroad, the speaker's opinion is that to a considerable extent its bad name is due to faulty design, and, still more, to faulty operation.

Relative to the retention period in tanks: Experience and experimental work indicate that this period should be short, usually not more than 2 hours, even 1 hour will give the best results in many cases. Sedimentation is very rapid during the first hour, septic action may intervene during the second hour, and it is always desirable to keep the liquid part of the sewage as fresh as possible. Experimental results as well as observations tend to show that although not affording the high percentage of removal obtained by longer periods, a period of 2 hours gives all the preparation required for sprinkling filters or for direct discharge into a waterway affording sufficient dilution.

Since tanks of all kinds have always given some trouble, even if such trouble is merely psychological, which must be taken into account, a method of mechanical removal of suspensa from sewage has long been sought. The fine screen is the principal result of this search and the advantages secured by apparatus of this type are many and obvious. Fine screens act on the sewage at once as it enters the plant, preserving its freshness, and do not foul the night flow. They may be used as the sole method of treatment where the effluent is discharged into a waterway which at all times has sufficient volume to provide the necessary dissolved oxygen to receive it. The same remark applies also to tank effluents of all kinds. Neither the fine screen nor the tank provides a complete treatment, and, in many cases, the use of either method must be followed by filtration. The tank will remove more suspensa from the sewage than the screen.

The problem of sewage treatment is mainly the separation of solids from liquids. Ordinarily, fine screens may be said to remove from 12% to about 30%—even higher in some cases—of the settleable solids. This quantity is considerably less than is removed by the tank, but the greater freshness of the effluent from the screen, and its freedom from probable nuisance in most cases, more than offsets the difference. Either tanks or fine screens will prepare sewage satisfactorily for application to sprinkling and other filters, as was shown by the Brooklyn experiments; therefore, either can be constructed as the advance guard of a future filtration plant.

There are many fine screen plants in operation in this country, which are giving satisfaction as the sole method of treatment. One such plant may be seen at the foot of Dyckman Street in New York City, and there is another in Brooklyn of the same type, on which observations and experiments extending over four years have been made. More such screen plants are proposed and will probably be soon built, as they appear to give all the treatment conditions require for the present and for a long time in the future.

Attention should be called to the need of providing grit catchers and coarse screens ahead of the treatment plants; also, the need of tide-gates and submerged outfalls, where necessary.

Other forms of tanks, not mentioned, are not at this time of importance in this connection. The old septic tank still has its use in some places, and is well known to the sanitarian as a friend, or as a foe. Some special forms

of tanks are of interest, such as the Travis tank, the Kreamer tank, the Dortmund tank, etc., but the results of their use have not proved them the best for stream protection, and none of them has met with much success under American conditions. The various forms of chemical precipitation tanks are being abandoned everywhere as unsatisfactory.

Where an effluent from a tank, or from a screen, is good enough under local conditions to be discharged into a waterway, it is important that it should be as fresh as possible, in order to insure against local nuisance, and that it should contain a minimum of bank-forming material which usually can be removed almost completely by a tank or with a screen of proper fineness.

The finely divided flocculent matter and colloid particles in suspension will make considerable inroads on the dissolved oxygen present, but if this is of sufficient volume and the floc remains in suspension, little, if any, harm need be anticipated. The solution of the problem depends on the oxygen demand created by the biological food supply present, and, in every case, local conditions should be studied by a competent biologist before the plant is designed.

Although separate sludge digestion tanks are now coming into considerable prominence, thus far there has not been much uniformity in their design, and much study and experiment are desirable to develop this form of tank. In some cases, duplicate settling tanks have been provided, as in some of the Doten tanks, which are allowed to fill with sediment and sludge to the point of interference, and are then laid off for digestion, the other tank being used for sedimentation; and this method has met with success. Alvord has perfected a very interesting combination of settling and digesting tanks, but the field for improvement is still very wide in regard to this part of the subject.

In closing, attention may be drawn to the fact that many large cities which are not yet treating their sewage, are situated on waterways which for many years would afford ample supplies for disposal by dilution of a tank or fine screen effluent without further treatment, but which if contamination is permitted to go forward, will soon require far more costly forms of sewage treatment.

THE POLLUTION OF TIDAL HARBORS BY SEWAGE WITH ESPECIAL REFERENCE TO NEW YORK HARBOR.

By Kenneth Allen,* M. Am. Soc. C. E.

Whether the waters are tidal or those of inland lakes, the fundamental considerations regarding harbor pollution are the same, but the effects are accentuated in sea-coast harbors for several reasons:

1.—The oscillations of the tidal flow alternate with periods of slack-water when solids settle rapidly to the bottom and form sludge banks.

2.—The presence of salt in the water tends to precipitate the soaps in the sewage, making the effluent noticeable by its milky appearance and promoting further sedimentation.

3.—Owing to the greater specific gravity of sea water, the warmer sewage rises rapidly to the top and spreads out in a thin layer, diminishing to a film of sleek which covers a large and readily distinguished area on the surface.

4.—As sludge deposits decompose, sulphureted hydrogen is formed in greater abundance in salt water than in fresh water, owing to the breaking down of the sulphates contained in the sea water. Sulphureted hydrogen is known as the most characteristic of the offensive odors of putrefaction.

In experiments made for the Metropolitan Sewerage Commission, the effect of salinity on buoyancy was well shown by releasing varnished croquet balls, weighted to a specific gravity of 1.000, at a given depth and noting the time of ascent. In a mixture containing 28% of sea water (specific gravity 1.007), the upward velocity was 3 in. per sec., while with a mixture containing 86% of sea water (specific gravity, 1.0215), this velocity was doubled.

The ascent of sewage from a submerged outlet would always be less than that of a solid ball, due to rapid diffusion forming a mixture constantly approximating in character the water of the stream. Therefore, the velocities mentioned may be taken as indicating the limiting maxima for sewage discharged in still water.

For the reasons stated, the discharge of sewage into salt water is very likely to be objectionable, particularly if it is discharged in a septic state, and under otherwise similar conditions, more care is required for its proper disposal than in fresh water.

An excellent illustration is found in the discharge of nearly 100 000 000 gal. per day of septic sewage within a period of about 2 hours, about high tide, at Moon Island in Boston Harbor. This spreads rapidly over the surface so that several hundred acres of water has the appearance of undiluted sewage, although samples taken by the Metropolitan Sewerage Commission in 1911 indicated an abundance of dissolved oxygen at a depth of 1 ft. or more. In fresh water, diffusion would be much more general.

In the Borough of Manhattan, which to many is synonymous with New York City, the untreated sewage passes from about 180 outlets directly to the salt water of the surrounding streams. The result is that deposits form in the slips and under the piers so that dredging is necessary, and conditions offensive to the eye and nose result. This is also true of much of the Brooklyn and Bronx

* New York City.

water-fronts, but conditions are better in the other less densely populated boroughs.

These unfortunate results of the present method of disposal could be largely avoided by the general introduction of fine screening, which is already being done at Dyckman Street, Manhattan, Hendrix Street, Brooklyn, and at the 43d Street, Oak Street, and Thirty-second Avenue outlets in the Borough of Queens. There would still be left in the water, however, a large part of the impurities in solution or in a finely divided state, making a continuous demand on the dissolved oxygen.

From 1909 to 1914 the depletion thus caused has been determined by the Metropolitan Sewerage Commission, Dr. G. A. Soper, M. Am. Soc. C. E., President, and since then, by the Board of Estimate and Apportionment, New York City, Nelson P. Lewis, M. Am. Soc. C. E., and, more recently, Arthur S. Tuttle, M. Am. Soc. C. E., Chief Engineer.

The warm-weather record is interesting, as saturations are always high in winter. The most salient features are:

1.—The annual occurrence of total depletion for short periods in the Harlem River.

2.—The rapid decline in saturation in the Lower East River, reaching zero for the first time in September, 1921.

3.—The continued and general lowering of saturation in all the other main branches of the harbor, particularly at the Narrows, where a resultant of the depletion that has taken place in the Bay and rivers above may be noted.

It has been supposed that, although odors are not evolved as long as any supply of oxygen remains, they are likely to occur locally when channel saturations are less than 20 or 30 per cent.

Investigations have failed to support this view, as far as New York City is concerned, for during the past season a large part of the harbor has held less than these percentages of oxygen, without any resulting nuisance. Fish life, however, is undoubtedly interfered with, since it has been sufficiently well demonstrated that most edible varieties will not thrive where the percentage of saturation is under 30. The remedy for this phase of pollution lies in some form of tank treatment, by which most of the fine solids and some of the colloidal matter may be removed.

Large areas of the harbor covered with a film of oil may be mentioned as having caused much complaint recently. This condition has been prevalent along the Staten Island beaches and in the Lower East River, where it frequently extends practically from shore to shore. The cause is due in part to extensive oil works on Newtown Creek and at Bayonne, N. J., but more especially by the discharge of bilge water from incoming oil-burning steamers. It has injured the bathing beaches, increased the fire hazards, and interfered with fish life.

The Committee on Rivers and Harbors of the House of Representatives has been appealed to for relief, and the Commissioner of Docks of New York City has asked for an appropriation to provide barges to receive such refuse and salvage the oil, making other disposition unlawful. Action in both cases is pending.

To summarize: The City of New York is discharging about 750 000 000 gal. of sewage daily into the harbor, mostly without any treatment. With the large tidal inflow of 12 700 000 000 cu. ft. of sea water at the Narrows and 4 700 000 000 cu. ft. from Long Island Sound twice a day, added to an average flow of upland water from the Hudson River of about 2 070 000 000 cu. ft. per day, conditions such as obtained formerly at London, Glasgow, Naples, or Havana are not likely to occur soon here; but the rapid reduction of dissolved oxygen in the harbor is a danger signal which should not go unheeded.

Several important steps have been taken already to improve conditions: A number of intercepting sewers are, or soon will be, under contract, and within two or three years a number of modern fine-screening plants will be in operation. It is also hoped that a way will be found to provide a more thorough method of treatment for some of the more important outlets which are responsible for the polluted condition of the East and Harlem Rivers.

TREATMENT OF STORM-WATER

By John F. Skinner*, M. Am. Soc. C. E.

The sources of stream pollution commonly considered have been sewage and trade wastes. The discharge from storm-water sewers and from storm overflows on combined sewers is another element which in some cases may merit attention. Especially is this true when the stream is small, when it flows through built-up territory or a park, or when it is used for fishing or bathing, or the water is used for drinking by cattle or by man.

It has generally been considered that before sewage enters a stream it should be treated to remove:

(*a*) Heavy solids, grit;
(*b*) Floating and coarse suspended solids, screenings;
(*c*) Half or more of the finer suspended solids, clarification;

and if the stream is small and sluggish so that insufficient dilution occurs:

(*d*) Oxidation of the effluent,

in order to avoid nuisance.

Economy usually dictates that the sewage treatment plant on a combined system shall receive only a part of the storm flow, while the remainder is discharged raw into the stream either at the plant or, as directly as possible, at convenient points along the main intercepting sewer, on the theory that, in time of storm flow, the dilution will be ample.

This is doubtless true if the stream is swollen at the time, for either the dilution is so great or such a load of other solids is washed in from the water-shed that the accession from the sewer is inappreciable.

However, if the storm-water discharge is due to a local shower, and the run-off from the water-shed of the stream is not generally augmented, the dilution may be reduced and the velocity may be so small that deposits will occur, the heavy material forming bars and the floating portions becoming entangled in the vegetation and littering the shores.

After a period of drought, when a sudden shower causes storm-water to debouch into the stream, the first flush carries the accumulated deposits from the sewers, accompanied by street refuse, followed by a greater dilution of rain water.

The discharge of storm-water being occasional, the finer suspended solids often may be oxidized without serious offense, or be carried on by the current if they are not entangled in other grosser deposit-forming materials. The treatment, indicated for storm-water, therefore, is the removal of this coarse and heavy detritus before the effluent is admitted to the stream.

The heavy solids consist of grit, ashes, sand, gravel, bones, fruit pits, tin cans, rubber, leather, and objects in part made of metal, which deposits will settle in a current of 1 ft. per sec. If the larger objects are excluded by racks, the resulting deposit will be mainly grit, ashes, sand, and gravel.

The floating solids consist of wood, straw, leaves, fruit rinds, remains of fireworks, rubber and baseballs, and toys lost in the surface sewers. If racks

* Rochester, N. Y.

are provided they will accumulate, in addition to the last mentioned, a collection of the coarse heavy objects mentioned previously.

The material to be removed, therefore, may be classified as grit and screenings. Coarse racks with bars from 3 to 4 in. apart will generally precede the grit chambers and the finer screenings will be removed later.

If the proposed detritus plant is at or near a sewage disposal plant where attendance is constant, racks may be raked at any time and will occupy the least space if placed vertical or slightly inclined. If the construction is in an isolated location where only periodic attendance is contemplated, the racks should be set on a flat incline, 3 or 4 horizontal to 1 vertical, and a large area should be provided so that the accumulation from a single discharge will not completely blind the rack and form a dam.

A velocity of about 1 ft. per sec. for a period of from 1 to 2 min. is the best for removing the grit. Heavy material settled in this way should not average more than 5% organic matter and, ordinarily, will not be offensive.

Grit chambers 10 or 12 ft. wide, arranged in parallel channels, will be convenient and, if desired, may be operated automatically by floats designed to cut in or out a sufficient number of channels to care for the flow at approximately the desired velocity. The grit may be excavated by a clam-shell bucket, removed in trucks or cars, and used for filling.

The finer screenings may be handled in various ways. When at or near a sewage disposal plant, mechanical screens may be used. At the lower end of a grit chamber, 10 or 12 ft. wide, carrying about 40 000 000 gal. per day, a 12-ft. R.-W. screen, or a 12-ft. Dorrco screen 10 ft. long may be used if properly housed and provided with power.

Another method would be to construct the grit chamber or basin with the upper part of the side next to the stream of open permeable material, so that water may pass through it leaving the screenings deposited on its surface. Maintaining a proper velocity through the chamber and keeping the porous bank from clogging would be the chief difficulties with this design.

Another suggestion which has considerable promise, is a grit chamber preceded by coarse racks and provided at intervals of about 25 ft. with several sets of inclined scumboards continued downward with inclined racks, progressively finer down stream, each of which is provided with raking platforms above and short submerged platforms projecting up stream from their lower ends to retain the screenings. These racks will not reach the bottom of the chamber, but will stop about 4 ft. above it. The down-stream end of the chamber will consist of an overflow weir which will maintain the water in the channel at the desired elevation. A drain valve for re-watering will also be provided.

All such devices will require periodic attention and cleaning and cannot be operated satisfactorily except on a methodical schedule, directed by a responsible man.

As previously mentioned, structures for treating storm-water may be made up conveniently of units about 10 or 12 ft. wide by a maximum of 10 ft. deep and from 60 ft. to 120 ft. long, designed for a velocity of 1 ft. per sec. The number of such units will depend on the quantity of storm-water antici-

pated, assuming the capacity of each channel to be 60 cu. ft. per sec. Either there must be a sufficient number of such units to carry the estimated maximum flow, or a smaller number may be constructed and a by-pass provided, as economy may dictate.

The simplest way of accommodating an extreme flow would be to construct the walls of the channels with considerable freeboard, in order that an increased head on the outlet weir would accommodate the increased discharge.

As an example of about what would be required, let us assume a water-shed of 1 000 acres, 1 mile wide and nearly 2 miles long, with the longest sewer 12 000 ft. in length from source to outfall, and with grades such that when running full, the velocity will average 5 ft. per sec. It will require, therefore, 40 min. for water to travel down the entire system, and if a period of 5 min. is allowed for the water to reach the sewer, a shower of 45 min. duration will be the shortest in which the entire water-shed will contribute and precipitation from the remotest corner of the territory reach the outfall at the same time as from every other part. If from an examination of the rainfall records of the locality, we select the 45-min. shower of such intensity that it occurs every year or two, it may be used as a basis for the computation of the run-off to be provided for at the outfall.

In Rochester, N. Y., this 45-min. shower has a rate of 1.22 in. per hour. In the residence section about 25% of the precipitation from these violent showers reaches the sewers during the period. A discharge of $1\,000 \times 1.22 \times 0.25 = 305$ cu. ft. per sec., therefore, can be computed which will require five of the grit-chamber units mentioned. Such a plant will take the discharge of a 9-ft. sewer at a grade of 1 in 1 000, or a 7-ft. sewer at a grade of 1 in 280.

This may be roughly stated as three of the previously mentioned detritus chamber units per square mile of tributary territory, subject, however, to wide variation, depending on the rainfall, the slope, and the character of the territory. A similar approximation would place the cost of construction of such a detritus plant at from $10 000 to $12 000 per sq. mile of territory.

It is appreciated that to date little has been done in storm-water treatment and that the health authorities have been interested chiefly in the protection of streams from other pollution, but the time may be anticipated when the concentrated storm-water discharge of cities will demand attention.

POLICIES OF THE ENGINEERING DIVISION OF THE PENNSYLVANIA DEPARTMENT OF HEALTH AS TO PUBLIC SEWERAGE.

By W. L. Stevenson,* M. Am. Soc. C. E.

In 1905, the Legislature of Pennsylvania enacted the "Purity of Waters Act" for the protection of the public health by controlling public water supplies and by prohibiting the discharge of sewage into the waters of the State.

The Act, however, provides that, in the case of municipally owned sewers, the Commissioner of Health, with the unanimous agreement of the Governor and the Attorney General, may permit the discharge of sewage subject to such conditions as he deems will subserve the general interests of the public health.

The evident intention of this prohibition and provision for discharge under certain conditions is to provide for varying degrees of sewage treatment, so as to maintain the streams in a reasonably clean condition and to make it practically and economically possible to use certain waters of the State as sources of public water supply and for other purposes requiring a hygienic standard.

Streams are the natural drainage channels for rain water flowing over the surface of the land and conveyed to them by storm-water conduits from the towns on their water-sheds.

It follows, therefore, even if all the sewage was excluded or completely purified, that no surface water from a populated water-shed would be fit for use as a public water supply without some form of purification to eliminate the natural contamination of the surface stream.

It is possible to produce a clean, colorless, and bacteriologically safe water supply from a grossly polluted and contaminated source. It is also possible to purify sewage to such an extent that it will be freed from all its polluting and contaminating constituents; but both procedures are exceedingly costly and often unreliable. Therefore, the wise and just administration of the "Purity of Waters Act" should be based on an economic consideration of the uses and conditions of the various waters of the State so as to secure the greatest protection to the public health by the least expenditure of public and private funds for the construction and operation of water purification and sewage treatment works.

The Engineering Division of the Pennsylvania Department of Health is charged, among other things, with the examination of plans of sewerage and sewage treatment works, submitted with applications for issuance of permits; also with making field investigations and recommending to the Commissioner of Health the conditions under which permits may be issued.

Certain fundamental policies have been established to obtain as nearly as possible uniform practice in this work, but it must be borne in mind that the wide range of uses and conditions of the waters of the State makes it

* Harrisburg, Pa.

utterly impracticable to follow detailed policies that will be State-wide in application.

In this discussion, the word, "stream", is considered as including all lakes, ponds, or other waters of the State, and where policies are given for streams used as sources of public water supplies, they apply equally to streams used for other purposes requiring a hygienic standard, such as bathing and ice harvesting.

Classification of Streams.—The problem of administering that part of the "Purity of Waters Act" relative to sewerage has three phases: (1) prevention or abatement of nuisance; (2) protection of sources of public water supply; and (3) maintenance of clean streams.

Even though they are not used as sources of public water supply, streams as a matter of decency should be maintained in a reasonably clean condition, that is, free from sludge deposits on the bed or banks, ebullition of offensive gases, undue turbidity, discoloration, floating solids, or any other nuisance to sight or smell of sewage origin.

In addition to being reasonably clean, streams used as sources of public water supply should provide a raw water sufficiently low in organic and pathogenic bacterial content that it can be purified safely and economically for domestic purposes.

Small streams flowing through highly developed suburban territories or land devoted to park purposes for the pleasure and recreation of the public, demand a high degree of protection and should be so clean that they show no appreciable evidence of sewage.

Degree of Sewage Treatment Required.—The ground-water drained or pumped from coal mines contains considerable sulphuric acid which acts as a germicide on sewage discharged into streams receiving such mine drainage, thus minimizing the danger of creation of nuisance or menace to the public health; also, these streams frequently carry large quantities of fine coal which mask any visible evidence of sewage matters. Therefore, at points reasonably remote from water-works intakes, sewage generally may be discharged untreated into these streams, but preferably from the outlets of the several drainage areas and always into the main current of the stream, in order to prevent local nuisance at the immediate point of discharge and to distribute the sewage more effectively in the stream and thus take full advantage of dilution by the water of the stream and the germicidal action of the acidity.

If the rate of flow and velocity of streams not used as sources of public water supplies are insufficient to assimilate crude sewage inoffensively, then such a degree of treatment should be required as will lighten the load of organic matter on the stream so that the desired conditions of cleanliness will be maintained, even during times of drought.

The assimilating power of the stream should be distributed equitably among the various municipalities along its course, so that one town will not be required to treat its sewage to a high degree because a neighboring community up stream has overtaxed the stream with insufficiently treated sewage.

In the case of streams used as sources of public water supplies, sewage treatment should be required to a sufficient degree to produce an effluent which, after being carried by the stream to the water-works intake below, will not prejudice the safe and economical purification of the water for domestic purposes.

Ample diluting water and sufficient distance between the water-works intake and the place of sewage discharge may reduce the required treatment of sewage to a negligible degree.

Cleaning Streams.—The cleaning of sewage polluted streams not used as sources of public water supplies or the maintaining of such streams in a clean condition should begin at the upper end and progress down stream.

In general, action taken to protect streams used as sources of public water supplies, subject to local conditions, should begin at the first source of sewage contamination above the water-works intake and progress up stream.

Sewer System.—Every municipality should prepare and submit to the State Department of Health for approval, a comprehensive plan of sewerage before undertaking the design of new sewers or the extension of existing sewers, as may be needed from time to time.

In sewering new drainage areas, comparative estimates of cost should be made of:

1.—Collecting sewage and rain water in separate conduits; and

2.—The use of the combined system with interception of all dry-weather flow of sewage and such a percentage of storm water contaminated with sewage as will afford the required degree of protection to the receiving body of water.

In extending existing combined sewers in municipalities having well improved highways, the relative economy of continuing the combined sewers, or of replacing them with separate sewers, should receive careful consideration in connection with the relative protection afforded to the waters of the State.

Contiguous or adjacent municipalities should be urged to give careful study to the possible advantage of entering into agreements for the joint construction and operation of intercepting sewers and sewage treatment works.

Sewage Treatment Works.—In cases where sewage treatment is not required at present, general outline plans of the project should be submitted to the State Department of Health for approval. They need only be prepared in sufficient detail to demonstrate the feasibility of constructing the intercepting sewers and sewage treatment works and to show that the site of the proposed work is properly located, ample in area, and of suitable topography for the erection of treatment works sufficient for the needs.

The advance in the knowledge of sewage treatment in past years indicates the possibility of even greater improvements in the future, and, therefore, it is inadvisable to prepare detail plans until it becomes necessary to construct the works.

If the approved site is likely to be acquired for private use, the municipality should forthwith acquire it, so as to be prepared to treat the sewage when necessary.

In cases where the use and condition of the stream is such that sewage treatment is required, the plans should show in detail that part of the works required for the needs of the present and reasonable future and, in general, outline the extensions required for the increased rate of flow and higher degree of treatment that may be needed in the more distant future.

The operation of oxidizing processes of sewage treatment works, the only purpose of which is to prevent the creation of a nuisance in a stream not used as a source of public water supply, may, on request and with the specific approval of the State Department of Health, be suspended during the colder part of the year, when the greater quantity of dissolved ogygen and lessened biological activity in the stream will permit the discharge of unoxidized sewage.

STREAM POLLUTION AND ITS CONTROL

By Earle B. Phelps,* Affiliate, Am. Soc. C. E.

A complete statement of the problem of the control of stream pollution, aside from its purely legislative and administrative aspects, involves three essential terms capable of expression in common units. These are: The capacity of the stream; existing or contemplated pollution load; and, means of reducing the pollution load.

Every stream has a certain maximum capacity for the biological disposal of common organic wastes. According as local circumstances permit a greater or less depletion of this natural reserve of capacity, with consequent temporary reduction in stream quality, any stream may be said to have an effective working capacity for waste disposal which is a function of the fixed maximum capacity and of the permissible quality depletion. The latter varies according to circumstances and usage, but the lower the standard of minimum acceptable quality the greater the working capacity of the stream for waste disposal.

This working capacity is not a mere capacity for dilution. It comprises all those bio-chemical reactions which make for the self-purification at the stream. A pollution load of stated amount brings about, within a certain distance (the critical point, measured down stream in hours), a definite reduction in stream quality, after which the operation of self-purification becomes predominant and stream quality rises again toward normal. A greater load produces a proportionately greater reduction in quality at the critical point, and subsequent recovery is proportionately delayed.

The maximum load previously referred to, may be defined as that load which, at the critical point, produces conditions inimical to those agencies which bring about self-purification, so that improvement of the stream beyond that point is either greatly delayed or altogether lacking.

Although the available data in this field of investigation are too meager to justify any definite generalization for all streams, yet the methods of investigation have been developed sufficiently at the present time to permit the determination of the fundamental stream constants, the critical point, the maximum capacity, and the rate of self-purification in the case of any stream of known physical characteristics and pollution load. By the aid of these constants the effect of added or diminished pollution load can be determined and, conversely, for any fixed lower limit of quality the working capacity of the stream becomes known. This information is the first prerequisite in any comprehensive program for the control of stream pollution.

A more detailed account of the various subdivisions of this phase of the problem is not possible in this discussion, further than to indicate that it is not simple, but is essentially dependent on sedimentation, additional pollution or dilution in the lower stretches, and re-aeration; and that the latter, the most significant factor of all, is a function of depth, velocity, turbulence, and other physical conditions.

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* Ridgewood, N. J.

It must further be pointed out that all references to stream quality must be in terms of a unit which may also be used in measuring the pollution load and the effect of remedial measures, the so-called oxygen unit, to which reference will be made later.

The second term in the stream-pollution formula is the pollution load. This phase also is complicated in practice and may be dealt with only in general terms in the present summary. Obviously, the oxidation of organic matter in the stream is a time function so that a first approximation to a statement of pollution load must be in terms of total oxidizability and rate of oxidation at each degree of completion. Given this complete oxidation curve, at any stated load, the effect on a stream of known capacity could be determined. Fortunately, the form of this curve has been established so that two determinations on the oxidizability of a waste, taken, say, at 24 and at 48 hours, furnish the necessary and sufficient data. This treatment assumes, however, that all the pollution travels uniformly with the stream up to the point of complete disposal. If a part of the waste is capable of settling and the stream characteristics permit of sedimentation, the oxidation characteristics of the settleable and the non-settleable parts must be dealt with separately with appropriate time factors.

The methods by which the pollution load is measured in the laboratory have served to indicate the only satisfactory unit of measurement for stream quality. The earlier work in this field attempted to deal with pollution in terms of nitrogen and to establish some empirical relation between the content of unoxidized nitrogen in the stream and that elusive factor, stream quality, for which there was no adequate direct measure. These attempts were theoretically unsound and led only to greater difficulties and to such fallacies as the establishment of a constant dilution ratio for sewage in a stream, which was supposed to mark the boundary between safe and unsafe practice. The newer chemistry deals wholly with oxygen units, as these measure pollution load as well as stream quality and are interchangeable between the two when once the fundamental formulas have been derived. The characteristics of the most important polluting agent, domestic sewage, have been quite satisfactorily determined and are referable to the population base, thus eliminating the former difficulty of determining the strength and total volume of the sewage, neither of which *per se* has any but incidental relation to the question of pollution load. Much information has also been accumulated concerning the characteristics of certain of the more important industrial wastes, such as the waste from tanneries, soap works, and others. Here, too, the attempt has been made to refer the pollution load to the reference base, manufactured product. It is obvious that there must be some fairly constant amount of pollution resulting from the cleansing and tanning of a single hide by a standard procedure, regardless of the quantity of water in which the waste is carried to the stream.

With the determination of the stream constants and of the present and prospective pollution loads, the condition of the stream resulting from any assumed increase or decrease in the load may be stated with reasonable approximation. If this condition requires improvement, the degree of

improvement decided on is also capable of expression in terms of the pollution load. The problem then becomes one of treatment of the polluting wastes to the required degree. Except in certain fields, such as the treatment of domestic sewage, this leads to experimental studies of remedial measures which are essentially chemical or biological in nature, rather than engineering. Domestic sewage has been sufficiently investigated so that the engineer now has at his disposal the necessary bio-chemical data to enable him to design works for any specific degree of reduction of the pollution load. A proper appreciation of the basic principles of stream pollution, however, will enable him to design scientifically for the utilization as well as for the protection of the stream, a matter which has been too often overlooked. A considerable field of activity in the remedial treatment of industrial wastes is still open to investigation. Many of the wastes do not lend themselves to the line of procedure suggested by the speaker. The effects of some wastes, such as saw-mill refuse, are purely physical, while the effects of others are purely chemical; the acid residues from certain iron works are an example of the latter. In the majority of cases, however, the effect is bio-chemical, and the results of experimental studies are best stated in terms of oxygen demand pollution units which can be compared directly with the stream capacity similarly stated.

Thus, a scientific basis is laid for the study of this problem of stream conservation which, properly understood, means the maximum utilization of stream resources. In addition to the three scientific aspects of the problem, there are the legislative and administrative aspects without mention of which this discussion would be incomplete. The matter has been placed last, however, because it should rest wholly on a correct understanding of the fundamentals. Much harm has been done to real progress by inverting this natural order and through misdirected legislation, seeking an impossible perfection which has only invited disrespect and lack of enforcement. The successful stream pollution legislation of the future will give wide discretionary power to capable administrative bodies whose duty it will be to determine stream resources and capacities and to distribute these so that a maximum utilization will be made possible. The interstate character of most of the great streams of the country, and the magnitude of the problem in both its investigative and its administrative phases suggests Federal control as a probable final outcome. This is emphasized more particularly by the present failure of most of the States to deal with the problem on any comprehensive basis.

The matter of stream pollution and its control is now essentially one for the health authorities. Historically, it has had conspicuous public health aspects, but time has been lost and attention misdirected by too close adherence to this traditional treatment. The problem of stream pollution is clearly one of conservation of a natural resource with, at times, a public health aspect, which is always paramount when present, and, at other times, an overshadowing commercial and industrial aspect. In short, it is a problem in the maximum utilization of an economic resource and its future development should be placed in the hands of an authority having the widest possible scope and the broadest jurisdiction.

DEPOSITION OF SLUDGES RESULTING FROM SEWAGE DISPOSAL PLANTS.

By T. Chalkley Hatton,* M. Am. Soc. C. E.

The problem of sewage disposal will be presented herein from a different angle than that usually discussed in papers on this subject, and the speaker would like to emphasize a certain viewpoint.

Sewage disposal embraces two distinct problems, the partial purification of the liquor and the final disposition of the resultant sludge. Up to the present time the great bulk of scientific labor has been devoted to solving the first problem, the solution of the latter having been left largely to chance.

The speaker believes that the reason for this is principally economic; that the nuisance to our neighbor using a stream polluted by our sewage demands its partial purification, whereas the disposition of the sludge is more likely to be a nuisance from which we alone may suffer.

Science has discovered several processes of purifying the liquor to any standard which may be required to prevent a nuisance, but the speaker is not so sure that it has been as successful in disposing of the sludge, and he is firmly convinced after many years of intensive study of this phase that sanitary engineers should give it far more consideration than they have.

Engineers cannot expect to make sewage disposal popular with the public if about the disposal plants are spread foul smelling, dirty looking, putrefactive piles of material that breeds flies and vermin which the surrounding population believe infect their properties.

A casual inspection of the sewage disposal plants of England when the sludge is being disposed of on property adjacent to the works convinces the engineer that the work is being only half done, and from personal inspection in 1907, and again in the early part of 1921, the speaker can state positively that, as far as he was able to judge, no improvements worthy of note had been made in the 14 years, and that the nuisance had so multiplied as to threaten the welfare and health of large numbers of people.

Take the experience on this Continent and consider the nuisance being maintained from sludge disposal at Toronto, Ont., Canada, and at Baltimore, Md., two of the largest cities on the Continent which are operating modern sewage disposal plants.

In both these cities, suits have been brought and damages recovered for nuisances arising from sludge disposal. Mr. Marks, of the Pennsylvania State Board of Health, stated to the speaker recently that the present methods of disposing of sludge in the sewage disposal plants in Pennsylvania were becoming an unmitigated nuisance and some other methods would have to be devised.

There is not a sewage sludge produced from any sewage disposal process in which lime is not used, but that has some value as a fertilizer. Such sludge will be sought by the agriculturist if it can be delivered to him in a condition in which he can handle it conveniently, and the speaker believes that is the

* Milwaukee, Wis.

final solution of the problem. It will cost far more in some, in fact, in many instances, to procure this condition than the returns from the sale of the sludge; in fact, there may be instances when no monetary returns whatever will be secured.

Whether it does or does not return a monetary value directly, it does get rid of the filth of the human body in the only logical way by returning it to the soil from whence it came, and indirectly will pay just as the purification of water supplies has paid.

Engineers have had the direct economic viewpoint too much in mind to study this sludge problem properly, and as municipal engineers charged with improving the sanitation and welfare of the communities they must look on it with a broader vision, or sewage disposal as a science will never attain the place it deserves.

The German engineer has had a different viewpoint from the English and American engineer. He has not been as anxious to produce a stable effluent as he has to get rid of the sludge in a way which may add to the wealth of his community, and one who goes about the German sewage disposal plants to-day will be struck with the entire absence of piles of sewage sludges. If one wants to find them he must travel about the neighboring farms where they will be found placed in compost beds to be used to fertilize the soil as the season demands.

The speaker desires to give just one illustration of what can be done by a little useful and intelligent propaganda among the farming community adjacent to a sewage disposal plant.

The city authorities of Rochester have built and operated one of the largest Imhoff tank systems of sewage disposal in the United States. It was designed to dry the sludge produced on beds and dump it into a beautiful valley adjacent to one of the fine parks belonging to the city.

The engineer in charge of the works soon realized that this would finally result in a nuisance, and he went among the fruit growers near-by and induced them to try some of this partly dried sludge on the ground about the trees.

The next season these growers hauled away all the sludge they could and paid a small sum therefor. The demand became so great the following season that the price was increased about 50%, but this increase had no effect and to-day the sludge is being disposed of at about the same price which it costs to de-water and deliver it to the customer. It is believed that in another season or two the authorities will be able to dispose of all the sludge the plant will produce. What this engineer has done, other engineers can do, if they go about it in the right manner, but they must first get the vision that the sludge must be disposed of finally by putting it back on the ground regardless of the cost.

Sludges have been successfully de-watered in several places in America and in Germany. At Providence, R. I., and at Worcester, Mass., filter presses have been used for many years, while in Germany centrifuges have been used with equal success. In Baltimore, during the past five years, much of the sludge has been de-watered at 12 and 15% and sold as a fertilizer, and at present about 25 tons per day of dry material is thus being produced.

Whether or not the Baltimore experiment is self-supporting, the speaker cannot state, as he knows nothing of the cost of the overheads. The original contractor who undertook this work 4 or 5 years ago is still on the job, although his original contract was for two years only. How he continues with the present lack of demand for fertilizer is more than the speaker can tell, but he is continuing nevertheless. The contract thus far has been profitable to the city.

In Milwaukee this sludge-disposal problem has been studied for five years, and although it has not been solved satisfactorily, the point has been reached where the moisture content has been reduced by sludge presses and dryers to 10%, and if the demand for fertilizer is restored to pre-war conditions it will be possible to dispose of the sludge for at least what it costs to produce it and probably a profit will be enjoyed.

THE DILUTION FACTOR*.

By Langdon Pearse,† M. Am. Soc. C. E.

Discussion of stream pollution in the early days appears to have centered mainly on the standpoint of nuisance. As concentration of population has increased, together with the load on the stream (or other body of water), other problems have entered, such as the effect of the sewage and sludge on fish life, shellfish, and bathing. In more recent years, in many localities, consideration has been demanded for the degree of loading which can be handled by a water purification plant. From this gradual development, two widely distinct dilution factors may be said to have arisen, one relating to prevention of nuisance, the other due to prevention of undue load on the water purification plant. On the first of these factors considerable data are available; on the second comparatively little is known as yet. The purpose of this brief discussion is not so much to summarize existing data, as to point out the need for well considered investigations over considerable periods of time on stream pollution problems, and to cover quantitatively the subject of loads on water purification plants.

In the problem of stream pollution, the dilution factor of nuisance is of prime importance and has provoked discussion covering the past 35 years. Many authorities have endeavored to state this factor on a basis of cubic feet per second per 1 000 population. These bases have been largely varied by the type of city studied, and the character of the stream, as shown by results in Massachusetts and elsewhere. In general, a range of from 4 to 7 cu. ft. per sec. per 1 000 population has been indicated, with a lower limit of 2 and an upper limit of 10 cu. ft., according to the authority.

In England, high dilutions have been recommended recently by the Royal Commission, as noted by Mr. A. J. Martin, upward of 27.8 cu. ft. per sec. per 1 000 population having been mentioned.

In the problem of the Sanitary District of Chicago, an expression was early sought for a somewhat different angle of attack, namely, for the amount of oxygen required. For this determination the bio-chemical oxygen demand test has seemed to be most favorable. Continued tests on a large sewer serving 300 000 people, with no marked industrial wastes, have given an equivalent of 0.22 lb. of oxygen per capita for complete oxidation. This requirement is based on an incubation period of 10 days, in sealed bottles, and takes no account of re-aeration factors.

Inasmuch as the oxygen content of water varies with the temperature, for translation into more familiar equivalents, Table 1, based on the 0.22 lb. per capita may be helpful.

These figures are indicative of what would be needed, were no re-aeration to occur. The re-aeration factor should reduce the flows required per 1 000 population.

Of the oxygen requirement roughly about from 20 to 30% seems to be necessary in the first 24 hours.

* Paper read by Dr. F. W. Mohlman.

† Chicago, Ill.

TABLE 1.

Dissolved oxygen, in parts per million.	Temperature corresponding to dissolved oxygen saturation, in degrees Fahrenheit.	Flow required in cubic feet per second per 1 000 population.
6	108	6.80
8	81	5.09
10	60	4.07
12	46	3.40
14	35	2.92

Present observations on the Main Channel at Chicago appear to indicate that a higher dilution than the minimum of 3.33 cu. ft. per sec. per 1 000 population is required to dilute the raw sewage of domestic origin, in the summer; between 4 and 5 cu. ft. per sec. now seems to be nearer the requirement. With an industrial load at times more than 50% of the human load, the need of much higher dilution for both domestic and industrial sewage combined is apparent. The exact figure will depend on re-aeration factors and seasonal conditions, such as temperature and the extent of the ice sheet, as well as the standard of dissolved oxygen to be maintained at critical points.

Data on re-aeration are needed. The extent will depend on the swiftness and turbulence of the stream. In traveling from Marseilles to Chillicothe, Ill., a distance of 65 miles, the Illinois River absorbed about 205 000 lb. of oxygen from the atmosphere, on one test, approximately 3.8 parts per million.

From the standpoint of sewage dilution, the problem is reduced to the determination of the amount of pollution to be handled and the amount of oxygen available plus re-aeration. To make a balance, additional dilution, or supplementary treatment, may be required. The exact solution will hinge also on the rate of oxidation and the amount of residual oxygen desired at critical points.

The amount of residual oxygen to be preserved will depend on the conditions to be met. Where nuisance alone is to be avoided, there seems to be little doubt but that some residual oxygen must be present. This may not prove to be sufficient to prevent odors from decomposing sludge banks.

From the standpoint of fish life, considerable oxygen is required. While fish may live in low oxygen content for a short time, they cannot survive long. Fish specialists of to-day suggest not only the study of the oxygen content, but also the carbon dioxide and the hydrogen-ion concentration.

A number of years ago, Dr. Arthur Lederer and the writer made an extended investigation of the fish question for the Sanitary District of Chicago, with the following conclusions:

1.—Fish life is affected by material in suspension and solution, and the variations thereof.

2.—Material in suspension may cause disease by fungus growths or death by mechanical stoppage of the gills or suffocation thereby. The character, size, and quantity of the material must be considered. A careless and continuous handling of fish may induce fungus growth through the abrasion of the slimy, protective coating of the body, thus allowing foreign bodies to adhere.

3.—Material in solution includes mineral and organic matter and gases. The investigation covered only dissolved oxygen, which, of the gases in solution, was the most important in this case.

4.—For continuous fish life, a content of dissolved oxygen of at least 2 to 3 parts per million is required by practically all the fish used in the investigation.

5.—The fish studied may live for very short periods in a content of dissolved oxygen of between 1 and 2 parts per million. This provides time for the fish to escape to better conditions, if any are available.

6.—English observations, as well as German experiments, indicate that, in general, 25 parts per million of dissolved oxygen are about the minimum for fish life and that for continuous thriving fish life more is desirable. In the light of the experiments in America it appears that many species will live in 25 parts per million, but that more is desirable.

7.—Sudden changes in the character of the environment are undesirable and may cause the death of the weaker specimens.

8.—Of the fish experimented on, the vitality or their relative ability to withstand low contents of dissolved oxygen, are roughly in the order designated as follows, the strongest being listed first, the weakest last: German carp (from Illinois River); catfish and bullhead (from Illinois River); black bass (from Illinois River); yellow perch (from Lake Michigan); and sunfish (from Lake Michigan). The pickerel and golden shiner apparently are to be classed with the sunfish. Further data, however, are desired, as the tests on these two species are not as extended.

At the present time an extended joint investigation by the U. S. Public Health Service and the Sanitary District of Chicago is under way, which will cover in detail the self-purification of the sewage of the District from Lake Michigan to the Mississippi. Many of the points suggested herein will then be elucidated. The effect of re-aeration, temperature, ice sheet, time or length of travel, and sludge travel, are to be studied, and existing data will be summarized. With the work already done by the Public Health Service on the Potomac River and the Ohio River, this third investigation should provide useful data for all students of stream pollution problems.

The dilution required to prevent an undue load on water purification plants appears to have been first cast in definite form in the work of the International Joint Commission. The standard suggested was that the average load on such a plant should be such that the raw water would not contain as a yearly average more than 500 *B. coli* per 100 cu. cm., or, as translated by Professor Phelps, a dilution of 4 cu. ft. per sec. per capita or greater should not produce an undue load.

In a paper entitled "The Loading of Filter Plants", H. W. Streeter, Assoc. M. Am. Soc. C. E., has discussed the problem in some detail from the standpoint of the efficiency of the filter plant, corroborating in general the report of the International Joint Commission. However, he suggests the need of more data and a definite adoption of a standard for filtered water.

Many filter plants delivering a reasonably safe potable water, judged by the typhoid fever death rate, are handling raw waters more polluted than those mentioned. How safe they will be, experience alone will tell. The need at present is for careful standardized tests of such plants in order to determine the data along common lines. The U. S. Public Health Service has made an extended survey of the Ohio River Basin, and more studies might be made

available from scattered plants, by the more general adoptions of standard methods of analysis and report.

Such data will be helpful in solving the problems ahead, not only on the Great Lakes, but on many of the large rivers of the United States. Further, such data will be helpful in crystallizing the policy of various State board of health authorities who have jurisdiction over different parts of the same stream, as in the case of the Missouri River from Kansas City to St. Louis, Mo.

There is, at the present time, need of a sane, well-considered viewpoint, looking ahead, not only from the standpoint of nuisance, but from the standpoint of fish life, and in many cases of drinking water. Various organizations of sportsmen, nature lovers, conservationists, and others are urging the restoration of streams to their former condition of virgin purity. How far it is necessary or possible to go in each individual case is a question for the engineer to solve. For the solution, every available experience helps.

The writer desires to acknowledge the courtesy of the Trustees of the Sanitary District of Chicago and of Albert W. Dilling, Assoc. M. Am. Soc. C. E., Chief Engineer, for the use of certain data contained herein.

PREVENTION OF MISUSE OF SEWERS

By W. H. Dittoe,* M. Am. Soc. C. E.

The purpose of this discussion is to call attention to the abuse of sewerage and sewage disposal systems resulting from failure of municipal officials to control properly the establishment and use of connections to sewers. Sanitary engineers generally have deplored this condition of affairs and, as a class, are in agreement that better control should be provided. However, they have been prone to leave entirely to municipal officials the solution of this problem and with few exceptions have failed to recognize that it is essentially their duty to take the lead in establishing proper control. This discussion will attempt to show that sanitary engineers must not only recognize the importance of preventing abuse of sewerage and sewage disposal systems, but must undertake the problem of prevention if the expected efficiency of such improvements is to be realized. The speaker will not recite instances to demonstrate the evil effects of misuse of sewerage systems, with which all engineers are familiar, but will confine this discussion to general statements with the hope of arousing an interest on the part of engineers in attacking a solution of this problem.

One of the most important factors reducing the efficiency and value of systems of sewerage and sewage disposal is the misuse of sewers. Sufficient emphasis has not been placed on this subject, and rarely is it found that a municipality enforces a strict policy regarding the use of sewers. Considerable effort is expended by engineers in designing sewerage systems and sewage disposal works and, as a basis for such design, the volume and character of the sewage flow must be known or estimated. Therefore, if these factors are disturbed appreciably, the improvements will not be used under the conditions for which they were designed. The result will be a shorter life of the system as a whole, impairment of its efficiency, and generally unsatisfactory results. The misuse of sewers is also an important fault affecting the successful operation of sewage disposal works, and therefore the problem of prevention of stream pollution. It is useless to design sewerage improvements on an assumption that certain maximum rates of flow will occur and that the sewage will be of a certain character, unless the construction of such works is followed by the enforcement of a definite policy which will insure against exceeding such rates or changing such character.

Sewers are designed for definite purposes and when used for other purposes may be said to be misused. Storm drains are misused if they receive sewage, industrial wastes, or other waste of objectionable character. Combined sewers are properly used for the removal of practically all classes of liquid wastes, but are misused if they receive industrial wastes affecting the sewerage system or process of sewage treatment. Sanitary sewers, as the name implies, are for sanitary purposes only, and are misused if they receive drainage from the surface and roofs, subsoil drainage such as may be admitted by building foundation drains and through open or leaky joints, and industrial wastes of a character to affect the sewerage system or treatment process.

* Columbus, Ohio.

The effect of the misuse of sewers is frequently quite serious. Sewage discharged into storm sewers causes nuisances at outlets and offensive odors through street inlets. If such practice is permitted, the benefits to be expected from a separate sewerage system are not realized. The admission of surface and subsoil drainage to sanitary sewers overtaxes the sewerage system, resulting in cellar flooding and damage to sewers, and overburdens the pumping equipment and sewage treatment works, necessitating by-passing of the flow, impairing the efficiency of the plant, and frequently causing rapid deterioration. Industrial wastes often cause clogging or may actually destroy the sewers if the wastes have solvent properties. Many industrial wastes also interfere seriously with the efficiency of sewage treatment plants. Of the more troublesome industrial wastes, may be mentioned: Wastes from tanneries and glue factories containing hair and lime; wastes from textile industries containing cloth, fibrous material, and objectionable compounds in solution; wastes from canning factories containing vegetable particles; wastes from stockyards containing manure; wastes from packing plants containing animal offal; gasoline wastes from garages; acid wastes from metal industries; wastes from milk industries; and gas-house wastes. Such wastes should be treated properly prior to their discharge into the public sewers, or they should be excluded entirely.

It seems apparent that the evils resulting from the misuse of sewers are of sufficient importance to warrant an effort to prevent it. It has been accepted by many engineers that the misuse particularly of sanitary sewers to carry storm water, is inevitable and cannot be prevented, and this conclusion has produced a strong argument for the selection of the combined system. It is true that the combined system can rarely be misused and that from this standpoint it is preferable; however, it does not appear sound to conclude that it is impracticable or impossible to secure the proper use of separate systems. In fact, separate systems now in existence will continue in use and new systems will be built; therefore, engineers and city officials cannot avoid the responsibility for securing their proper use. The industrial waste menace is present and must be controlled regardless of the sewer system used.

It is obvious that the proper use of sewers cannot be secured without strict enforcement of ordinances and regulations by the proper municipal officials. The sewer contractor and the property owner cannot be expected to realize the importance of using the sewers properly and for the purposes for which they were designed to function, and, therefore, they must be controlled in order that the public may not suffer from their mistakes. Ordinarily, munipical officials themselves do not appreciate the necessity of protecting sewers and sewage treatment plants from abuse, and, therefore, are not in a position to initiate suitable regulations. It seems apparent that it becomes the duty of sanitary engineers to dictate such regulations and to see that they are adopted. This function of the engineer is as important as the design and supervision of construction of the improvement, and if it is not performed it may truly be said that the work of the engineer has not been complete. Ordinarily, the engineer who has designed and supervised the construction of a sewerage system and a sewage treatment plant furnishes definite instruc-

tions in regard to the operation and maintenance of the system, and he should likewise furnish a definite program for preventing misuse which may defeat the purpose of the improvement.

Many municipalities have satisfactory ordinances and regulations, but fail to enforce them. Such ordinances usually require permits for connections to the sewers and provide for inspection of the connection by a representative of the municipality after the contractor has completed the construction work and before the trench is filled. Theoretically, this control should be sufficient, but too frequently the results are far from satisfactory. In many instances the construction work is faulty, joints are made imperfectly, admitting ground-water to the sewer, the inspection is neglected or performed carelessly, improper wastes are admitted, and no proper record of the connection is maintained. When this system of control is started improperly, it is difficult to correct it and make it efficient, and usually the conditions become worse rather than better, until the sewer system is generally abused.

It seems necessary that municipalities provide a more immediate and direct control of the use of sewers, if sewerage systems are to be managed and maintained as they should be. The most logical and effective method of accomplishing this is the construction by the municipality of all connections to the public sewers from the building to the street sewer and the continuation of municipal control over such connections after they are constructed. The sewer department would organize its construction gangs for this work or would enter into annual contracts with responsible contractors, and the property owner would pay to the city the cost of construction, inspection, and recording.

When local treatment of industrial wastes is necessary to protect the sewerage system or sewage disposal works, such treatment would be provided by the industry and the effluent received into the sewer system under proper control. The connection could be equipped with an inspection hole to permit subsequent examination by the sewer department of wastes discharged through it, and the discharge of prohibited wastes could thus be detected. It is believed that this method of construction would insure better construction of the connection at lower cost, would largely prevent the misuse of sewers, and would assist in securing efficient operation of sewage treatment processes. Incidentally, it would probably arouse a more lively interest on the part of the city officials in the management and maintenance of the sewerage systems and would likewise remind the public that the system is an important feature of the community development and must be controlled in a business-like manner if its value is to be realized.

DISCUSSION ON STREAM POLLUTION AND SEWAGE DISPOSAL

By Messrs. Harrison P. Eddy, J. Frederick Jackson, F. A. Dallyn, W. F. Wells, Alexander Potter, Edward S. Rankin, and S. John Scacciaferro.

Harrison P. Eddy,* M. Am. Soc. C. E.—One item not mentioned by Mr. Hammond is important, namely, the effect of temperature on the period which should be provided for sludge storage in the digestion tank. Presumably, the eight months mentioned refers to the climatic conditions of Brooklyn, N. Y. In the north, digestion is confined in large measure to the warmer months of the summer, and storage of the sludge is required over a considerable part of the year. The same treatment in a warm climate where digestion can proceed throughout the year at a nearly uniform rate, may require a very different period of sludge storage, and, therefore, it would seem important to consider temperature conditions as well as the quantity of solids in the sewage.

The point presented by Mr. Stevenson in connection with the seasonal operation of sewage treatment plants is also important. Although, from some points of view, it is desirable to deal with this subject in an idealistic manner, it is probably not wise to disregard economic conditions. The following illustration may be cited to show that it is practical to operate a plant according to climatic and physical conditions. A certain plant on a relatively small stream was equipped with various means of treating industrial wastes. These wastes are first screened and then passed through sedimentation tanks, after which they are treated by chemical precipitation; and, finally, the treated liquor is passed through sand filters. On a branch of the stream there is a reservoir with a capacity of about 300 000 000 or 400 000 000 gal. For a number of years this plant has been operated according to climatic conditions. In winter, screening and sedimentation have appeared to be a reasonable treatment; in the latter part of May, as the stream flow is reduced, the sand filters are put into use in order to treat a substantial part of the wastes, and by that improved treatment the river is maintained in a relatively good condition. Still, later, as the flow in the river is reduced further, water is drawn from the reservoir, and parts of the unfiltered wastes are diluted with this flow in proportion to their quantity. During the period of hot weather of August and much reduced flow of the river in September, it is customary to take advantage of chemical treatment, and the wastes are treated with sulphate of alumina. The treated liquor is allowed to settle, and a portion of the effluent is passed through the sand filters, and the remainder is diluted with water from the reservoir and discharged directly into the river. On one occasion, during an extremely dry season when the supply of water became exhausted, sodium nitrate was added to the effluent to supply oxygen to the stream. This is rather an elaborate treatment, but it is far less costly than treating all the wastes throughout the year, in the manner required for the unusual conditions of the summer season.

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* Boston, Mass.

The subject of separate systems of sewerage and drainage, presented by Mr. Dittoe, is of surpassing importance. About thirty years ago a Massachusetts city with a population of approximately 20 000 built a separate system of sewers with extreme care. The pipe joints were made very tight, and the system was apparently an excellent piece of workmanship. In recent times, measurements of the dry-weather flow at the treatment plant have shown less than 300 000 gal. in 24 hours. In time of storm, the flow has risen nearly to 3 000 000 gal. in 24 hours. A thorough investigation to ascertain whether it was possible to correct that condition, has shown that, except in the case of one or two sewers which could be and have been improved, it is practically impossible to better the situation.

In a certain part of another city of relatively large size, separate sewers and drains were built by a commission independent of the City Council. On their completion, they were turned over to the Board of Works with an explanation, that roof drains were not to be connected with the sewers, and that sewage was not to be discharged into the storm drains. Within a short time sewage was discharged into the drains, and water from the roofs was discharged into the separate sewers. It has been practically impossible to prevent these conditions, notwithstanding the fact that the city has a City Engineer who undoubtedly knows the needs of the case, but is impotent to remedy the conditions.

A number of similar cases might be mentioned, where separate systems of sewers have been so overburdened with the discharge from roofs and even from streets, where the street-water connections have been made by the city, that the systems have become partial, if not complete, failures. The problem is so serious that it is questionable in many cases whether separate systems of sewers should be constructed. Undoubtedly, separate systems will be constructed in the future, and it is to be hoped that means will be devised for using the sewers and the drains only for the purposes for which they were built.

About thirty years ago, separate sewers were built in a certain part of Worcester, Mass., and the care and diligence required to assure their proper use, is a serious task. It may be of interest to mention the routine by which it has been accomplished. The connections between the sewers in the buildings are built by drain layers who are licensed by the Board of Aldermen, on the written approval of the engineer in charge of the sewerage system, and occasions have arisen when that approval has been withheld. Connections are made under the direction of the engineer in charge, who inspects the work. The plumbers are licensed by the local Board of Health and, before they make any plumbing changes or construct new plumbing, are required to file a drawing showing what they propose to do. That drawing is filed with the local Board of Health which turns it over to the Sewer Department the approval of which is required before a permit to do the work is issued. After the plumber has completed the work, it is inspected by the Department of Health. That, however, was not sufficient, because where both sewers and

drains are required and the pipe lines are carried to the inside of the cellar wall by the drain layer, the plumber has no means of ascertaining which is the sewer and which is the drain. Finally, it was decided that the hub of the drain pipe should be painted white and that of the sewer pipe remain its natural black color. Even this complicated control did not completely eliminate wrong connections, made either by mistake or surreptitiously; and thus far it would seem practically impossible to prevent all such connections. House owners, without leave or license, will connect roof waters with sanitary pipes, and it is almost impossible to find out where such connections have been made. Mr. Dittoe has certainly presented a very serious question for consideration.

For many years, it has been the practice at Worcester, to construct the separate system in the outlying districts, and portions of the central part of the city have been resewered according to the separate plan. The speaker knows of no changes in the combined system since 1900, and he does not know of any further plans for changes to the separate system.

J. FREDERICK JACKSON,* M. AM. SOC. C. E.—The speaker assumes that the object of this Symposium is to hasten that much sought day when pollution will be removed from the streams in the United States. It has been stated that methods of sewage and sludge disposal should be adapted to the different classes of sewage being treated. As a general statement this is true, but engineers have not by any means been successful in demonstrating this fact to the public at large, and it is still possible for any one with some new method, to approach city officials having the final say in such matters and with a plausible line of talk apparently convince them that they have the one panacea which will solve all sewage disposal problems.

The Industrial Wastes Board of Connecticut which was recently legislated out of office, was, strange to say, severely criticized, because it would not endorse a bill the provisions of which seemed so drastic as to make enforcement of them impossible.

One of the sensational papers in Connecticut recently carried a full-page article in which it was stated that a problem in stream pollution which the Industrial Wastes Board had had under investigation for three years and had failed to find a solution, had been solved in one week by a patented process controlled by a party outside the State. The reporter who prepared the article stated that while inspecting the plant, the patentee who was demonstrating the operation of the process, took a bottle of the wastes, added some ingredients, shook it up and down two or three times, and then holding it up to his view asked, "Are you satisfied?" He replied, "I am." Such ocular demonstrations of the solution of troubles of this kind apparently are effective with certain people.

Personally, the speaker believes that no successful solution of the problem of stream pollution will ever be accomplished in the United States, or elsewhere, until a strong public support is carefully and conscientiously built up beforehand. There have been a number of remarkably careful and reliable investiga-

* New Haven, Conn.

tions of stream pollution. What the public wants is a demonstration of some particular problem that has been solved or of some particular stream, cleaned up. Investigations, no matter how thorough, apparently have little effect on legislatures. At the hearings before the Judiciary Committee in Connecticut, the Industrial Wastes Board was told, "investigations of stream pollution have been going on in this State for thirty years, your particular Committee has been investigating the problem for four years, and you have spent $75 000. What have you accomplished? Nothing. We think that there have been investigations enough. What we want is the removal of the pollution from the streams." The bill which was under discussion provided that all pollution of the streams of Connecticut should cease by 1923, and this bill would have been passed by the Legislature except that, as one of the Judiciary Committee stated recently, the members of the Committee could not frame it so that it would be operative. If members of the Judiciary Committee cannot frame a bill to meet a proposition of this kind, how is it expected that engineers are going to do so? Because the engineers of the Industrial Wastes Board refused to set any time limit as to when they thought the pollution of the streams of the State should cease, the members of the Committee said, "Then you have failed."

As a result of experience in Connecticut, the speaker would call attention to the inadvisability of delaying too long, the issuing of reports. The report, in most of the important investigations in this country on stream pollution, is cold by the time it is published, and it seems that if some method could be provided whereby reports or portions of them could be issued while the problem is alive and before the public, it would be of great assistance in effecting a solution.

To discuss in detail many of the excellent points which have been presented would take up too much time, but the speaker did wish to give the members an idea of some of the difficulties outside of stream pollution problems in themselves, which engineers in Connecticut have encountered in their investigations.

F. A. DALLYN,* ESQ.—One of the most encouraging signs in this discussion is the emphasis placed on the fact that sanitary engineers are now including biologists in their forces. The recognition of the part that biology is to play in the future of stream protection, in the operation of disposal plants, and in the degree of purification required, is the greatest step that has been taken by engineers in a long time, and it is hoped that a great deal of the time in future meetings of engineering societies will be left open to the researches of biologists. In his experience, the speaker has found no easier way of convincing industries of the facts relating to any situation than by putting them on a scientific basis. Nowadays, practically all large industries employ scientific experts; and when the matter is put before them in convincing terms, which they understand, they appreciate the situation better than when engineers spoke in general terms of what they could do under such conditions.

* Provincial San. Engr., Toronto, Ont., Canada.

W. F. Wells,* Esq.—As a biologist, the speaker will discuss briefly some phases of stream pollution, which are not necessarily engineering, but which are vitally connected with the problem of improving the streams in conserving the qualities of their waters. Mr. Jackson has brought up the point that although engineers have a great many data on the subject of the purification of wastes, when the public becomes interested in this subject as relating to the purity of water, it is at a loss to find any information which it can understand. In the last year or two, this question has become very important, because of the interest taken by those who are concerned in fish, commercially and for pleasure, as well as many other interests, such as bathing, gunning, etc., which are legitimate uses of these great resources of the people.

Recently, the speaker attended a conference in Washington, D. C., called by Herbert C. Hoover, M. Am. Soc. C. E., Secretary of Commerce, to consider problems brought about by the pollution of the coastal waters as affecting the fisheries. Incidentally, Senator Frelinghuysen, of New Jersey, pointed out the great importance of this subject, dwelling on it at considerable length as relating to the insurance business, namely, the higher rates on water-front property, which are brought about by oil pollution. Much has been heard about oil pollution recently. There are many phases and many angles connected with the problem of conserving the quality of the waters, and the people themselves are vitally interested, as shown whenever any one discusses the subject before those who are not particularly interested in the purification of wastes.

In fish conventions, the subject is given much attention, and, as Mr. Jackson has stated, the chances are that somebody will appear with a panacea for all the ills attendant on pollution; and the interest which these enlightened individuals take in the subject, and the ease with which they are convinced that there should be no such thing as pollution, is rather disheartening to one who is acquainted with the results which have attended such efforts in the past, and which are common knowledge among the Engineering Profession, but never get outside of it. The only way the question can be developed to the importance which it rightfully deserves, is by promoting in some manner public interest which is hungry for action of some sort, by uniting, as far as possible, the interests relating to the pollution of waters, by trying to get together those who are working on it and those who are interested in it, and by devising some means by which the knowledge that engineers have, may be given to the people who are concerned and whose resources are gradually being monopolized by individuals, industries, and particular communities. It is rather difficult to get such co-operation.

The speaker discussed the problem at the conference in Washington along that line, but his opinion did not receive much encouragement among officials, and he doubts whether it would receive the necessary attention among the Engineering Profession. However, the steps which are being taken, such as those mentioned by Professor Phelps, to develop a language of pollution—a technical language, terms in which the quality of waters can be measured and in which the purification of wastes can be stated—that will bring out

* Albany, N. Y.

the problem concretely, so that it can be handled, will tend, in the long run, to bring together those who are studying this subject, those working on studies of fish life, as well as those working along other lines. If they have some medium by which they can get into contact, ultimately the solution of stream pollution will be realized, and a great advance will be made not only with respect to general questions relating to the subject, but in the support that will be given the Engineering Profession in carrying out its essential work.

ALEXANDER POTTER,* ASSOC. M. AM. SOC. C. E.—It is impossible to over-emphasize the importance of securing tight joints in house laterals and of eliminating all waste water not intended to be cared for by a sanitary sewer system.

Engineers too frequently have labored faithfully on the construction of the street mains of a sanitary sewer system only to find their efforts defeated afterward by the careless and indifferent construction of house connections. When these conditions occur, it is almost impossible later to correct them, short of reconstruction of most of the house laterals. The speaker recalls an effort at Summit, N. J., some years ago, to eliminate the leakage in the system, which came very largely from the house connections. Carelessness in house connection construction is not immediately noticeable in a gravity system, but when, as in the case of Summit, it became necessary to change from a gravity system to a pumping system which operated against a 200-ft. head, the elimination of all leakage was essential.

Although the exclusion of house leaders made some reduction in the quantity of waste, the bulk of the leakage came directly from the open joints of the laterals themselves. That much of the infiltration in sanitary sewers comes in through manhole covers is a popular conception, but the two or three days' lag in abnormal flow after a storm indicates a more indirect source.

Efforts made by municipal engineers to provide tight sewers have been thwarted, often purposely by town officials in their endeavor to make improper use of sanitary sewers, that is, for cellar drainage, roof leaders, yard drainage, and here and there a street catch-basin. The protest of the engineer and his pointing out the disastrous conditions which inevitably result from the improper use of house sanitary sewers, has little or no effect in many cases on the officials responsible for the maintenance of the sewer.

In one municipality with which the speaker was identified, the officials deliberately attempted to secure storm sewers by connecting leaders, yard and cellar drains to the sanitary sewer system. Expostulation only brought the retort: "The sooner the sanitary sewer is used to capacity, the sooner we will get an adequate system". This argument might be valid if the house laterals could be transferred from the sanitary sewers to the storm sewers at will.

This disregard of the purposes for which the sewer is built causes overflow at low points and along outlet lines long before the normal capacity of the sewer has been reached. The resultant pollution is tolerated for years and

* New York City.

is often greater in volume than that contributed from the legitimate overflow from combined sewers during heavy rains.

The speaker, knowing that these conditions exist and that they are next to impossible to remedy, has believed for many years that the adoption of the combined sewers with dry-weather interceptors is preferable to the strictly sanitary sewer. In many cases, only sufficient funds are available for sanitary sewers. Then, of course, the adoption of the separate system is logical and proper.

As far as the effect of the final disposal of the sewage is concerned, the disadvantage of the greater fluctuation both in the quantity and character of the sewage reaching the disposal plant and of the occasional discharge of diluted sewage at storm overflows is offset by the advantage of excluding from the watercourse the filth accumulating in the streets during protracted dry spells, which exclusion cannot be affected when sanitary sewers are used.

The speaker is pleased to note a change in the policy of the health departments of many States in giving their approval to the use of the combined system, and it is hoped that this policy will have a wider range.

Edward S. Rankin,* M. Am. Soc. C. E.—As another instance of the difficulties encountered by the engineer in preventing the improper use of sewers, the speaker's experience in Newark, N. J., may be of interest.

All the older sewers of Newark, which comprise about two-thirds of the city system, are built on the combined plan, but, in a number of the outlying sections, the separate system has been used during the last 20 years.

On the separate system, the average citizen cannot understand why he should not be allowed the same privileges as the citizen on the combined system, and be permitted to drain roof water into the sewer. For some years one of the members of the old Board of Works was a plumber who apparently held the same views. An investigation, a few years ago, disclosed a large number of leaders connected with these sanitary sewers, several of them having been made by this City Official.

Under the present commission form of government, this matter is entirely controlled by the Engineering Department, and the practice referred to has been almost eliminated.

S. John Scacciaferro,† Jun. Am. Soc. C. E.—The speaker was much interested in the discussion by Langdon Pearse, M. Am. Soc. C. E. With reference to the oxygen requirements of fish life, the results of some recent experiments performed under the direction of Professor C. L. Walker, Affiliate, Am. Soc. C. E., at Cornell University, for the New York Milk Conference, may be of interest. The experiments in general indicate that the ordinary milk waste is not toxic to fish, and is not detrimental to them except as it utilizes available oxygen; as long as the oxygen content is not reduced below 1 part per million, the fish will continue to live. The fish used were bass, trout, and the ordinary fish found in the lakes of Central New York State. During October, the trout and bass were kept in undiluted milk waste, both

* Newark, N. J.

† Clifton, N. J.

raw and after septic tank treatment, without any evident detrimental effect. The oxygen content, however, was about 4 parts per million.

Regarding the bio-chemical oxygen-demand test, the speaker agrees with Mr. Pearse's statement as to the usefulness and value of the test; he thinks, however, that the modified "excess oxygen" method developed by Messrs. H. B. Hommon and E. J. Theriault, (the method used in Mr. Pearse's experiments), requires futher study, modification, and improvement. This statement is prompted by the results of some experiments made in the Sanitary Laboratory of the College of Civil Engineering, Cornell University in 1920, the procedure described by Hommon* being carefully followed. The wastes used were: Milk-can and bottle washings before and after treatment in septic and Imhoff tanks, the effluents of these tanks after treatment in sand and percolating filters, cheddar cheese whey, and the sewage of Ithaca, N. Y., before and after septic tank treatment. Tests at 1, 2, 5, and 10-day incubations at 20° cent., were made of fifty-two series, each series consisting of three dilutions of a waste (except for the sand filter effluent in which case the undiluted waste was used). Tap water with an average initial oxygen content of 6.6 parts per million was used for dilution.

The results obtained were very discouraging, their outstanding features being a general inconsistency and the presence, at times, of greater amounts of dissolved oxygen on one day than on the day preceding. This last condition occurred frequently, despite the care taken to prevent any possible re-aeration or loss of iodine in the titrations. Due to the rather limited number of tests, and the wide variation in the results, no definite conclusions could be drawn. The results obtained, however, indicated that:

(1).—The "excess oxygen" method for the determination of the bio-chemical oxygen demand, although simple of performance, does not yield consistent results.

(2).—The bio-chemical oxygen demand is not independent of the dilution, as stated by Mr. Theriault,† but varies with the concentration of the waste, being higher for the lower concentrations.

(3).—No prediction of the probable demand at the longer incubation periods can be made from the results at the shorter periods (again failing to corroborate a statement of Mr. Theriault,† that from the results of the 5-day or possibly the 2-day incubation, the demand for the longer incubation periods could be predicted).

Despite the results obtained, the speaker still firmly believes that the test is important, and that further experiments are desirable, which will improve the "excess oxygen" method for the determination of the bio-chemical oxygen demand.

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* *Public Health Bulletin,* No. 97.

† Public Health Report for May 7th, 1920.

AMERICAN SOCIETY OF CIVIL ENGINEERS

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PAPERS AND DISCUSSIONS

WATER SUPPLY AND WATER PURIFICATION*

A SYMPOSIUM

By Messrs. George C. Whipple, Allen Hazen, C. A. Emerson, Jr., C.-E. A. Winslow, C. A. Holmquist, Robert Spurr Weston and Samuel A. Greeley.

With Discussion by Messrs. Louis L. Tribus, G. F. Catlett and John R. Baylis.

* Presented at the meeting of November 17th, 1921.

HISTORY OF WATER PURIFICATION

By George C. Whipple,* M. Am. Soc. C. E.

The history of water purification in the United States is intimately connected with the general movement to improve sanitation and public health, as well as with the rise of modern science. No excuse, therefore, is necessary for referring to these subjects by way of introduction.

The great sanitary awakening occurred in England about the middle of the 19th Century. Following the social uplift, sometimes called the New Humanity, which occurred in the Twenties and Thirties, came the sanitary surveys of Sir Robert Rawlinson, the public health activities of Sir John Simon, the statistical studies of Edwin Chadwick, and, in the Forties, the medical investigations of Dr. Southward Smith. The English public health system dates from 1848. The new public health inspiration crossed the Atlantic and, in the late Forties, occurred the investigations of Lemuel Shattuck, which culminated in that remarkabe document, the Report of the Massachusetts Sanitary Commission† of 1850. The movement, however, became side-tracked in the United States, because more important issues were before the public.

During and after the Civil War the problems of sanitation were attacked anew. A Citizens' Association made an investigation of the sanitary condition of New York City in 1865. The Massachusetts State Board of Health was established in 1869. The American Association of Public Health was founded in 1872. Meantime, a new demand for public health measures had arisen. The Civil War had left an aftermath of disease. In particular, typhoid fever which had been so prevalent in the armies, was scattered throughout the country. Many a returned soldier had become unwittingly a typhoid carrier, and the typhoid fever death rates were very high. In Boston, from 1855 to 1860, the typhoid rates were between 40 and 50 per 100 000; during the Sixties they were above 60 for one-third of the time; in 1872, the rate was 86 per 100 000—high figures for a city like Boston. The rates in other cities were equally high, sometimes much higher.

It should be remembered, also, that it was during the last half of the 19th Century that modern science began its remarkable development. Several events marked the new era, the most important perhaps being the publication of Darwin's "Origin of Species" in 1859. With it, came the wide application of the inductive system of reasoning, of the experimental method. All sciences went forward as a result of the impetus given by the new ideas. In the late Sixties and early Seventies, Pasteur made his great discoveries. These were followed by the work of Koch and others in the Eighties, and the science of bacteriology soon arose. The experimental method was at once applied to the field of sanitation, including water purification. Although filtration had been used for a part of the London supply as early as 1829, the benefits of the process were not appreciated, nor its action fully understood for many years after that date. Following a cholera epidemic in 1839,

* Cambridge, Mass.

† Long unavailable, but now reprinted in "State Sanitation", Harvard University Press.

filtration was extended rapidly, and, in 1855, was made compulsory for the London Metropolitan District. It was the rise of the science of bacteriology and all that went with it which caused the modern development of this greatest of the sanitary arts—the art of water purification.

Fifty years ago the quality of the existing water supplies in the United States was low, judged by modern standards. Clearness and freedom from color, taste, and odor were the ruling standards, and even these were often not complied with. In some regions a great deal of attention was being given to lead poisoning and to hardness. Water analysis was confined to the mineral constituents. The germ theory of the transmission of disease through the agency of sewage polluted water had not arisen. In the United States, water purification wás practically an unknown art.

Beginnings of Filtration in the United States.—In 1866 the late James B. Kirkwood, Past-President, Am. Soc. C. E., was sent to Europe by the city authorities of St. Louis, Mo., to study the new methods which had been coming into use in England and Germany, for besides the London filters there were, at this time, filters in many of the English, and in most of the large German, cities. Kirkwood's report, the first important document on filtration published in this country, may be said to mark the beginning of the history of water purification in America. His plan for filtering the muddy water of the Mississippi River, which was based on his European observations, was not adopted by the municipal authorities of St. Louis. It was fortunate that the plant was not built, for later studies of the filtration of such waters have shown that it certainly would have failed. Several other filters, however, were built as a result of his report, notably the filter at Poughkeepsie, N. Y., which was constructed in 1873 to clarify the water of the Hudson River. This filter was the most successful of several which were built about that time.

In 1878, Professor William Ripley Nichols went to Europe to study water purification for the Massachusetts State Board of Health and his report was printed in the Annual Report of the Board of that year. Five years later, his notable book on "Water Supply" was published, in which he discussed not only the problem of filtration, but that of tastes and odors as related to the algæ. In many ways, this book was a pioneer in its field. For a considerable time the center of interest in matters connected with water purification was in Massachusetts. In 1887, the State Board of Health established an experiment station at Lawrence, and the purification of water as well as the treatment of sewage was studied from all possible angles, engineers, chemists, and biologists contributing to the investigations. The experiments were made on the relatively clear but polluted water of the Merrimac River. Some of the men prominent in connection with this work were the late Hiram F. Mills, Hon. M. Am. Soc. C. E., the late Frederic P. Stearns, Past-President, Am. Soc. C. E., Allen Hazen and George W. Fuller, Members, Am. Soc. C. E., H. W. Clark, Edwin O. Jordan, Mrs. Ellen H. Richards, Professor Thomas M. Drown, and Professor William T. Sedgwick, the last two acting in an advisory capacity. This was the first important scientific study of the subject of water purification in America, and its results did much to develop the art.

While these experiments were under way, a notable epidemic of typhoid fever swept down the Merrimac Valley and included the City of Lawrence which took its water supply from the river. It soon became evident that a filter was needed, and, in 1893, a sand filter designed by Mr. Mills was put into operation. This filter was built as a single bed without a roof and involved certain complicated arrangements of coarse and fine sand, ideas which have not been followed in other plants; in fact, the filter has been largely rebuilt in recent years. This filter became a great object lesson to the country, as it showed conclusively that polluted water could be made safe for drinking. It was a practical demonstration of the ideas which had been developed at the Lawrence Experiment Station.

Mr. Hazen, after his Lawrence experience and after conducting experiments at the World's Fair in Chicago, Ill., spent a year in Europe studying foreign practice, and from this experience came his book on "Filtration", which for a generation was the leading authority on the subject. Unfortunately, it is now out of print.

Meanwhile, filtration had been developing in another direction, in regions of the country where the water supplies were muddy. In 1883 the late Charles Hermany, Past-President, Am. Soc. C. E., conducted some experiments in the filtration of the water supply at Louisville, Ky. In 1884, Alpheus Hyatt obtained a patent on the use of sulphate of alumina as a coagulant, and in the same year a mechanical filter using such a coagulant was built at Somerville, N. J. Although mechanical filters had previously been used for clarifying water for industrial purposes, this was the first application of the method to a public water supply. The name of Professor Albert R. Leeds should be remembered in connection with the early development of this process, as he was its real inventor. A mechanical filter was built for the water supply of New Orleans, La., but failed to meet the requirements and was removed at great loss to the promoting company. Several other installations were made in different parts of the country. Some of these early mechanical filters gave fairly good results, but others failed. It became evident that the process was not only useful but necessary for the purification of muddy waters, and also that engineers had not learned how to utilize it successfully. Then, Science came to the rescue. In 1893, the late Edmund B. Weston, M. Am. Soc. C. E., made some tests of mechanical filters for the City of Providence, R. I., which should be remembered as the first carefully conducted tests with this type of filtration. From 1895 to 1897, Mr. Hermany again studied the problem of filtration, this time with the assistance of Mr. George W. Fuller and a corps of engineers, chemists, and bacteriologists, acting for the Louisville Water Company and several companies interested in the construction of mechanical filters. These experiments, conducted on the water of the Ohio River, resulted in a notable report published by Mr. Fuller. The Louisville experiments were devoted to a study of the theory of the filtration of clay-bearing waters and the use of coagulation and sedimentation in connection with mechanical filtration. The principles thus established have served as the basis of the mechanical filters which have

since been constructed in the United States. Various devices used in mechanical filtration were also tested at Louisville and their weaknesses pointed out.

The experiments at Lawrence and Louisville demonstrated the fact that different kinds of waters require different methods of purification; that although slow sand filtration can be used successfully with a relatively clear water like that of the Merrimac River, at Lawrence, coagulation must accompany filtration in the case of muddy waters, such as those of the Ohio and Mississippi Rivers. With this thought in mind there followed a series of tests in different parts of the country. At Pittsburgh, Pa., Mr. Hazen conducted experiments to compare the relative advantages of sand and mechanical filtration for the water of the Allegheny River, and his report thereon was published in 1899. Mr. Fuller made further experiments in mechanical filtration in Cincinnati, Ohio, in 1898, and experiments were also made at Washington, D. C., Superior, Wis., New Orleans, La., Philadelphia, Pa., Reading, Pa., Boston, and elsewhere. It was a time of experimentation, and much of this experimental work was done by men who had received their early training in Massachusetts.

Progress of Filtration.—The first large slow sand filter to be constructed after that built at Lawrence, was designed by Mr. Hazen for the City of Albany, N. Y., to treat the water of the Hudson River. This filter was put into service in 1899. It differed in several respects from that at Lawrence, especially by having a masonry cover, experience having already shown that cold weather interfered with the operation of open filters like those at Poughkeepsie and Lawrence. The Albany filter has served in many ways as a model for the sand filters which have since been constructed in the United States, such as those at Washington, D. C., Philadelphia, Pa., Providence, R. I., and many other cities.

The first important mechanical filter to be constructed along modern lines was that of the East Jersey Water Company, at Little Falls, N. J., which was put into service in 1902 to purify the water of the Passaic River. As long as the basic Hyatt patent was in force the construction of mechanical filters had been confined chiefly to those built by private companies; after the expiration of this patent in 1901, however, the art of mechanical filtration advanced rapidly. In 1904, a large mechanical filter was built for the Hackensack Water Company in New Jersey, and many others followed.

It will be seen, therefore, that it was just about the beginning of the 20th Century when water purification in the United States really began to advance as a practical measure. The last decade of the 19th Century had been one of experimentation. The work done by the chemists and bacteriologists was to be taken up by the engineers and pushed rapidly.

Since 1900, there has been a great increase in the use of filtration. In 1870, practically no filtered water was in use in this country. In 1880, 30 000 people in cities having populations of more than 2 500 were using filtered water. In 1890, this number was increased to 310 000; in 1900, to 1 860 000; in 1910, to 10 805 000; and, in 1920, to at least 20 000 000. At the present time, more than one-third of the people living in cities which contain

2 500 or more inhabitants are using water which has been filtered. The number of filters in the country is probably not far from 800.

Present Problems.—Water purification would not be a growing art unless there was new work ahead, and unless there were new problems being studied. A survey of the situation reveals some interesting facts and tendencies.

In the first place, not all the water supplies of the country are being adequately protected. There are still some places where grossly polluted water is being distributed to the people, although year by year these places are decreasing in number. There are many places where the water is reasonably safe, but is not attractive at all times for one reason or another. Fifty years ago, and even twenty-five years ago, the New England water supplies were on the whole better in quality than those in other parts of the country, but to-day filtration has become so common in regions where the streams are naturally muddy that the New England supplies, few of which are filtered, suffer in comparison with filtered waters elsewhere, in so far as the quality of attractiveness is concerned. In New England, the policy of utilizing natural storage and preventing pollution in all possible ways was wisely adopted, but these measures have their limits and, with the increasing populations, the filtration of surface waters is likely to become universal; it may even be required by law.

There are many places in the United States where disinfection has been adopted without filtration or in place of adequate attempts to prevent pollution. Gradually, the weakness of this policy is being discovered. Disinfection is very cheap, but cheap disinfection does not accomplish what filtration does, and it should not be accepted as a substitute for vigilance in protecting a water supply against pollution.

Since the typhoid fever rates of the country have been greatly reduced, consumers are thinking less about the dangers of their water supplies and more about its physical appearance, about its corrosive properties, and about its fitness for industrial uses, that is, they are seeking refinements. Thus, a new class of problems, such as water softening with the use of lime and soda, or with permutit, the removal of iron and manganese, and the neutralization of acidity, is receiving the attention of water chemists.

Many of the filters built 10 and 20 years ago have been in use long enough to show defects in practical operation, and experience has indicated wherein changes can be made to avoid depreciation, reduce repair costs, save money in operation, and get better results. Filter designs are slowly being modified as a result of these findings. It is natural that at the time of building these filters officials should give the greatest attention to construction cost, but, as time goes on, it is the costs of operation which are scrutinized. The usual lower first cost of mechanical filters is a reason why it is sometimes easier to induce cities to construct that type of filter rather than a slow sand filter which usually costs more to build but less to operate. Higher operating costs, however, make mechanical filters less popular after a term of years. The economics of filter operation can now be studied more carefully than was possible twenty-five years ago, and this is a phase of the subject which is likely to receive increasing attention.

Methods of testing the performance of filters by the use of analyses have not changed greatly in twenty-five years. In the early days, stress was laid on the percentage removal of bacteria, color, turbidity, and organic matter. Tests were made to show what the filter was able to do. Engineers now are more interested in knowing what the filter actually does, and the analyses must serve as a test of the filter operator as well as the filter itself. When talking about water analyses, Dr. Drown used to say that "a state of change is a state of danger." Now, the principle is emphasized that a state of irregularity is a state of danger. Filters are wanted which operate so as to give a uniform product from day to day and hour to hour. Therefore, attention is being given to the application of the mathematical theories of probability to filter records. There are great possibilities in this study, but they are appreciated at present by only a few engineers.

At the moment, a new impetus is being given to many of the problems of water purification by the use of new and simple methods of determining the true acidity of water in terms of the hydrogen ion concentration. This and other methods of physical chemistry are likely to clarify many ideas in regard to problems of coagulation, corrosion, disinfection, and the growth of algæ.

Bacteriological tests of water have never been as definite as chemical tests. The difficulties have been partly analytical and partly statistical. The test for *B. coli* has been largely, and, on the whole, successfully, used; but it has many shortcomings. The use of tests for determining the presence of spore-forming organisms is now under discussion, so that water bacteriologists as well as water chemists are active in their researches.

In the field of vital statistics new ideas are also coming to the front. The typhoid fever death rates are becoming so low that they can no longer be regarded as sufficient to measure the healthfulness of a water supply. The so-called Mills-Reincke theorem, which held that for every death from water-borne typhoid fever there were several deaths from other diseases due to water, has been found not to hold generally, although there is much truth in it. Polluted water may cause sickness of one kind or another, which does not find record in the vital statistics of the community. Some more careful measure of the effect of water on the health of the community is urgently needed.

Thus, it is seen that there are activities among engineers, chemists, biologists, and statisticians in the field of water purification, a fact which is full of promise.

RECENT DEVELOPMENTS IN WATER FILTRATION

By Allen Hazen,* M. Am. Soc. C. E.

A Dutch author recently classified all waters in public water supplies in two classes, namely, aggressive and quiet. He defined aggressive waters as those having a tendency to attack and corrode the iron pipes through which they flow and other metal fixtures with which they come in contact. Quiet waters do not have this tendency to attack metals.

Aggressive water is very troublesome in a distribution system. The treatment of water so as to purify it adequately without making it aggressive is one of the most difficult problems at present. Water leaving the filter may be of good color, show a good bacterial test, be free from turbidity and other injurious elements, and it may appear to be in all respects suitable for public water supply, but if it is aggressive it will not be satisfactory to the users. An aggressive water attacks and tuberculates the pipes, reduces their carrying capacity, and will ultimately destroy them. In doing this, however, some of the iron of the pipes is taken up, and it is this iron which makes the water objectionable. The iron taken up causes a supplementary coagulation in the water, and the floc formed in this way settles out where the velocity of flow is low. This deposit is a dirty mud which remains on the bottom of the pipes until the flow is increased sufficiently to move it. It then moves forward with the flow and makes the water dirty and disagreeable, giving just cause for complaint.

There is another condition similar to this, which is frequently associated with it. Water which has received chemical treatment before filtration, frequently passes the filter before the chemical reactions are altogether complete. Such water leaving the filter contains a small quantity of coagulant which separates in the pipes and produces the same conditions as those produced by the iron taken up from the pipes. Probably this condition of incomplete chemical reaction at the time of filtration is found mainly with aggressive waters. At any rate, the two conditions produce similar results and frequently they are found together, in which case, the resulting conditions are much worse than they would be otherwise.

The question of why some waters are aggressive and others quiet is presented. Twenty years ago, chemists would have stated that it was, first, a matter of alkalinity, and carbonic acid would have been mentioned as a second important contributing factor. Alkalinity and carbonic acid really have something to do with aggressive qualities, but all the conditions cannot be accounted for by them. Other explanations must be found. Recently, new methods of testing have been originated. The theory of "ions" has been developed, and it is thought by some who have been studying the matter, that a connection between the "ions" and the aggressive qualities of waters can be traced. Tests based on these new ideas have been devised, and have been applied for the first time quite recently, and at present there seems to be some hope of a method of ascertaining more definitely when water will be quiet and when it will be aggressive. Knowledge comes first, and when engineers under-

* New York City.

stand better why waters are aggressive, it will be easier to find methods of treating them so as to keep them quiet.

At present, a great deal is known in a practical way as to which waters are aggressive and give trouble because of their aggressiveness. The waters of the Great Lakes are almost always quiet and can be filtered and purified in a manner to keep them so. In the Mississippi Valley, from the Alleghanies to the Rockies, the surface waters used for public water supply are generally hard, and can be handled, by carefully managed treatments, so that the resulting products will be reasonably quiet. Thus, through all that broad expanse of country the problem of aggressive waters is much less important and difficult.

Soft waters are frequent nearer the coasts, both East and West, and they often carry organic matters of vegetable origin. These waters are much more apt to be aggressive, and it is with them that the greatest practical difficulties have been met. Experience shows that it is difficult to treat some of these waters by methods otherwise effective, which will clear them up and make them satisfactory for public water supplies, and which will leave them quiet. Many of these waters require chemical treatment, and no other means of adequately purifying them has been found, but in some way this chemical treatment stirs up the sleeping ingredients of the water and makes them aggressive.

Decolorizing yellow swamp waters by means of chemicals seems particularly difficult of accomplishment without bringing out the aggressive qualities. The question of color is mainly one of esthetics, and it may fairly be asked whether the increase in aggressive qualities in decolorizing water does not largely or entirely offset the advantage gained, and whether it would not be wiser in some cases to get along with less decolorization.

The chemical treatment of water introduced many years ago had numerous advantages and came to be widely used. Many waters, however, can be treated with entire success without chemical treatment. This depends on the character of the water, and on what is to be removed from it. Chemical treatments may have been used in some cases where it would have been better to have avoided them. Decision to use them may have rested on consideration of all the other factors in the case. When the development of aggressive qualities is also taken into account, perhaps, in some cases, the decision would have been better made the other way.

It may be mentioned that one industrial establishment is now constructing a plant for purification of water without the use of chemicals. Formerly, chemically treated water was used, and experience with it has indicated the difficulty of furnishing water sufficiently quiet so that it would not damage the delicate products of this particular establishment.

The question of arranging all the treatments of public water supplies so as to keep them always quiet is one of the most interesting and important aspects of water purification at the present time.

INTERFERENCE WITH WATER FILTRATION PLANT OPERATION BY WASTES FROM BY-PRODUCT COKE OVENS AND GAS-WORKS.

By C. A. Emerson, Jr.,* M. Am. Soc. C. E.

The discharge of liquid wastes from by-product coke ovens and commercial gas plants into streams and lakes from which water supplies are taken, has become, during the past few years, a matter of grave concern to many medium sized and several of the largest cities, due to the disagreeable tastes and odors which these wastes impart to the water.

As the superiority of by-product coke ovens over the old beehive type is now fully established, it follows that the number and capacity of these installations will undoubtedly increase. By-product ovens of necessity must be located reasonably close to a steel works or a large municipality in order to secure a ready market for the gas given off during the coking of the coal, and, therefore, it is almost certain that interference with surface water supplies will also increase, if proper precautions are not taken.

The wastes from the tar separators, the ammonia, benzol, and naphthalene stills of by-product coke ovens, together with the sludge removed from the various gas and oil mains throughout the plant, impart a characteristic taste to river water. This taste may persist for days and, after transportation for many miles, be noticeable in the effluent from well operated, water filtration plants of modern types, taking their raw water supply from the stream. The application of chlorine, even in the minute quantities used for water supply treatment, seems to accentuate rather than diminish these taste-producing characteristics. Under favorable conditions, dilutions as great as several million parts of chlorinated water to one of the wastes have failed to cause complete disappearance of this taste.

Fortunately, the remedy for this pollution lies within the works, and consists simply of evaporation of the contaminated liquid wastes by using them for quenching or cooling the glowing coke taken from the ovens. The waste water which is not turned into a cloud of steam, but passes through the quenching platform, is intercepted in settling basins and again used for quenching. In all the plants coming under the speaker's observation, the water requirements for coke quenching have exceeded the volume of contaminated wastes, so that this remedy has not worked a hardship on the owners.

That the remedy is effective is evidenced by the fact that the largest by-product coke oven installation in the world is operating on the Monongahela River, ten miles above the intake of a municipal water-works, without causing contamination of the supply. Take another stream in Pennsylvania as an example: The installation of appliances for using liquid wastes from stills for quenching the coke silenced complaints among the consumers of filtered water in several municipalities along the stream about seventy miles below the works. That the method is beyond the experimental stage is indicated by the fact that it has been in successful use at numerous plants for several years and that, in

* Harrisburg, Pa.

some instances, the volume of liquid wastes evaporated is in excess of 1 000 000 gal. daily.

Interference with water supplies by the wastes from plants producing water gas for illuminating and power purposes has been noticeable in different parts of the United States. Definite evidence that the tastes due to these wastes are as persistent, or that they can be detected in as high dilutions, as those from by-product coke ovens, seems to be lacking. There is, however, sufficient evidence to justify the statement that the raw wastes from these plants, when subjected to dilutions available in rivers of considerable size, will cause tastes after transportation by the stream for several miles. With these wastes, also, the taste-producing characteristics are accentuated by chlorination of the drinking water taken from the stream.

Aeration of the raw water, thus contaminated, prior to filtration seems to be of considerable value, but in this case, again, a certain and effective remedy can be developed at the gas-works. It has been found that installation of settling and skimming basins to permit the removal of the greater portions of the heavier tars and the light floating oils, with the circulation of the basin effluent for re-use in the "gas scrubbers", will not only materially decrease the proportion of active taste-producing constituents, but will reduce the volume of wastes reaching the stream to a small fraction of that which occurred before the water was re-circulated through the plant. In addition, the company recovers marketable materials to offset the cost of operating the circulating pumps.

In one instance coming to the speaker's attention recently, it was deemed advisable to require the gas company to go even further, and to keep all liquid wastes from the stream. This company, by the use of settling basins and circulating pumps, had decreased the volume of wastes from 50 000 to about 5 000 gal. per day. This waste was high in turbidity, had an oily appearance, and was brown in color, but it was found that after straining it through a layer of coke breeze, about 6 or 8 in. in thickness, and receiving a moderate application of ferrous sulphate solution, it could be passed through a small sand filter at a rate of about 400 000 gal. per acre daily and then become a satisfactory boiler water. Contrary to all expectations, the sand filters did not clog immediately, but were operated for runs of several days' duration between scrapings.

Occasionally, there has been doubt as to legal authority to require abatement of the class of pollutions described, as the laws controlling stream pollution due to the discharge of industrial wastes are weak and vague in many States; however, instances are recorded where applications for restraining injunctions have been granted under the broad general rights of lower riparian ownership and, accordingly, it is believed that in a surprisingly large number of cases definite obligations can be imposed on owners of such works to prevent troublesome stream pollution.

RECENT PROGRESS IN THE REDUCTION OF THE TYPHOID DEATH RATE AND ITS SIGNIFICANCE.

By C.-E. A. Winslow,* Esq.

It seems worth while in a symposium of this kind to call attention to the remarkable progress which has been made in the reduction of the typhoid death rate since George A. Johnson, M. Am. Soc. C. E., presented his admirable review of "The Typhoid Toll" before the American Waterworks Association, five years ago.† One may go back perhaps even a little farther with profit and take as a basis for comparison the statistics for certain large cities for the period, 1898–1908, presented by Mr. G. R. Taylor.

TABLE 1.—Typhoid Statistics of Cities of the United States, 1898-1908 and 1917-1919.

City and State.	Typhoid death rate per 100 000 population. Average, 1898–1908*.	Typhoid death rate per 100 000 population for 1917, 1918, 1919 (United States mortality statistics):		
		1917.	1918.	1919.
Worcester, Mass	15.3	5.8	3.4	2 8
Fall River, Mass.	15.7	18.3	15.0	3.3
St. Paul, Minn	16.3	2 6	3 5	3.4
New York, N. Y	17.6	4.2	3.6	2.2
Rochester, N. Y	18.5	3.0	1.8	3.4
Jersey City, N. J	18.5	3.8	5.5	2.4
Newark, N. J	19.2	4.3	4.5	2.2
Syracuse, N. Y	19.2	6.1	9 0	7.1
Providence, R. I	19 5	6.8	5.1	3.8
Milwaukee, Wis	19.7	6.2	6.3	3.7
Detroit, Mich	20.9	12.7	7.9	5.2
Paterson, N. J	20.9	12.8	4.5	3.7
Omaha, Nebr	23.1	4.4	5 9	5.3
Boston, Mass	23.3	3.1	2 6	2.4
Chicago, Ill	25.3	1.9	1 6	1.3
Buffalo, N. Y	27.0	9.9	7.7	6.6
St. Louis, Mo	27.7	8 4	7.9	6.6
Scranton, Pa	28.8	6.6	6.6	1.5
Minneapolis, Minn	34.9	6.7	8.4	3.2
Baltimore, Md	35.5	14.4	11.5	8.2
Toledo, Ohio	35.8	8.0	11.2	4.2
Los Angeles, Cal	36.8	6.0	3.9	4.8
Memphis, Tenn	38.7	26.1	16.2	62.8
Indianapolis, Ind	39.3	10.5	6.6	4.5
New Haven, Conn	40.5	10.3	4 4	5 6
San Francisco, Cal	42.0	4.5	4.2	3.0
Kansas City, Mo	43.0	12 1	15.0	10.9
New Orleans, La	43.7	23 5	20.0	13.2
Denver, Colo	48.8	5.7	9.2	3.5
Cincinnati, Ohio	50.7	4.0	4.8	3.0
Philadelphia, Pa	53.6	6.3	4.9	4.3
Washington, D. C	55.5	12.2	11.6	3.7
Louisville, Ky	57.4	16.3	16.3	10.7
Columbus, Ohio	57.5	7.6	8.7	3.0
Pittsburgh, Pa	116.9	12.2	10.7	6.5

* "A Classification and Study of the Typhoid Statistics of the Cities of the United States", by G. R. Taylor.

The statistics for this period are compared with those for 1917, 1918, and 1919, in Table 1, and Table 2, shows the distribution of these cities in the two periods, by their grouping in regard to typhoid mortality. It will be

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† *Journal*, Am. Water Works Assoc., Vol. 3 (1916), p. 249.

noted that in 1898-1908, each of the thirty-five cities had a death rate of more than 15 per 100 000, and that seventeen, or practically one-half of them had a rate of 30 or more. In the last three years, however, only one city of the same thirty-five has had rates of more than 15, only six have had rates of more than 10, while more than one-third have had rates below 5 per 100 000. This is a truly remarkable achievement and one which is not confined to the cities in question, but which is general throughout the United States.

TABLE 2.—Death Rate from Typhoid Fever in Certain Large Cities of the United States.

Distributed by Classes.

Death rate per 100 000.	Under 5.	5-9.9.	10-14.9.	15-19.9.	20-29.9.	30-39.9.	40-49.9.	50-99.9.	100+
Number of cities in each class, 1898-1908.........	0	0	0	10	8	6	5	5	1
Number of cities in each class, 1917-1919..........	12	17	4	1	1	....	....	....	....

In Table 3 are presented the data for the gradually expanding area of the registration States, which show that for this unit of area the typhoid rate has dropped in thirty years to less than one-third of its 1890 value. The actual accomplishment is even more striking than such a tabulation would indicate for, as the registration area has increased, it has tended to include more and more cities with relatively primitive sanitary organization. Table 4 shows the figures for the registration States as the area existed in 1900, and it will be seen that when the same States are compared, which had a rate of 25.4 in 1900, the rate had fallen to 6.5 in 1916-19, a reduction of nearly 75 per cent.

TABLE 3.—Death Rate per 100 000 Population from Typhoid Fever in the Expanding Registration States for Different Periods, by Cities and by Rural Areas, 1890–1919.

Place.	Period Considered:					
	1890.	1900.	1901-05.	1906-10.	1911-15.	1916-19.
Registration States..........	36.0	25.4	24.9	24.6	16.3	11.9
Cities..........................	39.0	25.3	24.5	25.3	14.8*	9.2*
Rural areas	31.4	25.5	25.4	23.8	17.8	13.7

*Municipalities of 10 000 or more inhabitants in 1910.

Such results are highly gratifying, but the speaker would like to utter a word of caution relative to the claims any one may be inclined to make in regard to the factors which have brought about this reduction. One is naturally tempted, when the figures for such cities as Pittsburgh, Pa., are

examined and where the reduction in the typhoid death rate was from 116.9 (1898-1908) to 6.5 (1919), to claim all the credit for the water-works engineer, but a little consideration will show that there are other powerful forces at work.

TABLE 4.—DEATH RATE PER 100 000 POPULATION FROM TYPHOID FEVER IN THE ORIGINAL REGISTRATION STATES FOR DIFFERENT PERIODS, BY CITIES AND BY RURAL AREAS, 1900–1919.

Place.	Period Considered:		
	1900.	1911–15.	1916–19.
Original Registration States †	25.4	11.1	6.5
Cities	25.3	13.0*	6.9*
Rural areas	25.5	8.4	5.8

* Municipalities of 10 000 or more inhabitants in 1910.

† Connecticut, District of Columbia, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Rhode Island, Vermont.

The data for the expanding registration area presented in Table 3 would suggest that the typhoid death rate has fallen much faster in cities than in rural areas, but this conclusion is wholly fallacious, for the expanding registration area has tended to increase the proportion of sub-standard rural areas much faster than the proportion of sub-standard urban areas. If the rural and urban changes in the death rate in the original registration States of 1900 are compared, it will be found that the reverse condition obtains; in other words, when the same group of cities is considered, the rural death rate has decreased more markedly than the death rate in urban communities. This fact alone is sufficient to indicate the complex nature of the problem, since improvements in water supplies have certainly been vastly more effective in cities than in rural districts. The improvement in privy sanitation, the war against the fly, the pasteurization of milk, and, since the World War, the use of typhoid vaccine, have each played an important part in the conquest of typhoid fever, and there is glory enough for all in the fact that at last the typhoid statistics of the United States can be compared with those of Europe without the sensation of humiliation.

THE EFFECT OF WATER PURIFICATION AND IMPROVEMENTS IN WATER SUPPLIES ON THE TYPHOID FEVER DEATH RATE IN NEW YORK STATE.

By C. A. Holmquist,* Esq.

Before discussing the reduction of typhoid fever, due to improvements in water supplies, the speaker will review briefly the part played by the New York State Department of Health, more particularly the Division of Sanitary Engineering, now the Division of Sanitation, in improving the public water supplies of the State through its general supervision over their sanitary quality. The first State Board of Health of New York was organized in 1880, under the provisions of the Public Health Law. This Board consisted of nine members, nearly all of whom were physicians.

In 1901, the State Board of Health was abolished, and a State Department of Health, with a commissioner at its head, was created. In 1906, the Division of Sanitary Engineering with Theodore Horton, M. Am. Soc. C. E., as Chief Engineer, was established. Up to that time, relatively little attention had been paid to public water supplies. Engineers were employed from time to time to advise the Board and to investigate matters pertaining to sewerage and sewage disposal, stream pollution, and other sanitary engineering problems, and although rules and regulations had been enacted for the protection of certain surface supplies from contamination, no comprehensive investigations had been made to determine the conditions of the water supplies in the State, or to improve them.

Since the establishment of the Division of Sanitary Engineering in 1906, one of the principal, if not the most important, functions of the Division has been the supervision over the sanitary quality of public water supplies. Of about 550 public water supplies in the State all have been investigated and reported on at least once and many of them a number of times.

Rules and regulations for the protection of about ninety surface supplies have also been enacted. Since 1906, the number of persons served by public water supplies in New York State has increased from about 6 000 000 to 8 500 000, and the number of persons supplied with purified or treated water has increased from 700 000 to nearly 7 000 000.

The results of these improvements are clearly reflected in a decrease of the typhoid fever death rate in the State as a whole. Before 1906, the average death rate from typhoid fever for the whole State, including New York City, was 23.4. Since 1906, the average rate has been 9.4, a reduction of 14 per 100 000. It will be noted also that the rate has decreased each year with marked regularity, until 1920 a remarkably low level of 3.5 was reached, a figure which about 20 years ago was generally considered to be the probable irreducible minimum for the United States. In all probability, the rate will be lower, but the decrease necessarily will be less marked in the future than in the past. The figures available up to the end of September, 1921, indicate that the rate for this year will be slightly less than those for 1920.

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Although other factors, such as improvements in milk supplies, etc., no doubt have had some effect in decreasing the typhoid fever death rate, the speaker believes that the decrease has been due largely to improvements in water supplies.

The municipal authorities of Cohoes, N. Y., constructed filters and commenced sterilizing the water supply in 1911. Between 1900 and 1911, the average death rate from typhoid fever was 85.5, fluctuating from a minimum of about 58 to a maximum of about 133. Since the filters were built, the average death rate has been 17.3 and, for two years, no deaths from typhoid occurred in that city.

Filtration and sterilization plants were constructed in Niagara Falls, N. Y., in 1911. Before that time, the average death rate from typhoid fever was 131.8; since the establishment of filters the average death rate has been 9.4.

Albany had an average typhoid fever death rate of 89.4 per 100 000 before the construction of its filter plant in 1899. Since the filters were built, the average death rate from typhoid fever has been 17.5, and it has been gradually decreasing until in 1920 the rate was about 3 per 100 000.

At Binghamton, N. Y., the average death rate from typhoid before the filters were built, was 56.2, and the average death rate from typhoid since the construction of the filters has been 11.7.

It is evident that in each case a decided drop in the typhoid fever death rate occurred immediately after the construction of the filtration plants. It is also evident that the city, the water supply of which was most grossly polluted before purification, had the highest typhoid rate and the one the water supply of which received the least pollution had the lowest rate. The distance which the pollution has to travel and the velocity of the stream are, of course, important factors in the case of water supplies derived from rivers.

For Niagara Falls, which had the highest death rate of any city in the State before the construction of filters, the water supply is taken from the Niagara River. Buffalo, N. Y., with a population of about 500 000, discharges its untreated sewage into the river about 15 miles above the intake of the Niagara Falls water supply, and the raw sewage from the Cities of Tonawanda and North Tonawanda, N. Y., with a total population of 25 000, is discharged into the river about 10 miles above Niagara Falls. With the sewage of 500 000 people discharging into a comparatively swift stream at a relatively short distance above the water supply intake, it is not surprising that Niagara Falls had a high typhoid fever rate before water purification was provided.

The typhoid death rates at Cohoes and Albany, before the construction of filters were nearly the same, and the raw water is of a somewhat similar character. Cohoes obtains its water from the Mohawk River about 18 miles below where the sewage from Schenectady, with a population of about 90 000, is discharged into the river, formerly without any treatment whatever.

Albany obtains its water supply from the Hudson River about 8 miles below the mouth of the Mohawk River, and the intake is from 4 to 10 miles below Troy, Cohoes, and Watervliet, which have a combined population of

110 000. The sewage from all these cities is discharged directly into the Hudson River without treatment.

The Susquehanna River, from which the City of Binghamton obtains its water supply, receives comparatively little raw sewage within 50 miles of the intake. The typhoid fever death rate at Binghamton, although high, was nevertheless much lower than at either of the other cities referred to.

In closing, the speaker wishes to point out that to Mr. Horton, who was Chief Engineer of the State Department of Health from 1906 to July 1st, 1921, is due in a large measure the credit for the improvement of public water supplies in this State.

PURIFICATION OF SOFT COLORED WATERS

By Robert Spurr Weston,* M. Am. Soc. C. E.

Engineers engaged in water supply work are in substantial agreement that a drinking water, to satisfy critical modern consumers, should have an average color of not more than 10 parts per million on the platinum scale, and its maximum color should not exceed 15 parts. Supplies from ground sources and from many lakes and ponds conform to this standard, but most of the clearer surface waters possess a brownish coloration, well above the limit of 15 demanded by the modern consumer. In Massachusetts, according to the reports of the State Department of Health, practically all the ground-water supplies which are free from iron, have colors not exceeding 10, while of 86 surface supplies, 50 or 58% have average colors in excess of this standard. The appearance of these colored waters draws unfavorable comment from Western visitors who are accustomed to water filtered clear and colorless, from turbid streams.

A growing appreciation of the esthetic characteristics of drinking water is leading to the betterment of these colored supplies by purification, the current methods being storage and filtration. Storage for months or years in good reservoirs effects a decolorization of water. In this, iron plays an important part in flocculating minute particles of suspended matter which constitute what is called color. Several examples of this were given by Ralph H. Stearns,† Assoc. M. Am. Soc. C. E., which show reductions of from 4 to 69% through storage. It is most often impracticable to store waters long enough to decolorize them sufficiently to compare them, with a reasonable degree of favor, with filtered waters and the average ground water, and, for this reason, as well as further to safeguard the public health, many stored colored waters are filtered. This practice is usual abroad, and is coming into increasing favor here, as evidenced by the new purification plant at Hartford, Conn., and the plans for the additional supplies for New York City, and Providence, R. I. The first large filters were built at Cleveland, Ohio, and Somerville, N. J., and the second one at Washington, D. C. The filters at Hartford are of the slow type, and although the color of the effluent will probably not average as low as 10 parts per million, a supply of reasonably good appearance is assured by this method. Of course, color removal by slow filters has been the subject of many discussions, and the statements made have rarely taken into account the physical and chemical nature of color.

Most of the color in water is in the form of a colloidal suspension, that is, the particles are so fine and so dispersed in water that they remain in suspension and act like true solutions, except that the Tyndall ray and the ultra-microscope reveal them. These colloidal particles are not all alike. They possess electrical properties, and when electrolyzed some of the particles will migrate to the positive, some to the negative pole. A small part of the color is apparently in true solution and is not affected by the electric current. It is reasonable to believe that colored water from a large lake or reservoir

* Boston, Mass.

† *Journal*, New England Water Works Assoc., Vol. 30, p. 20.

will contain finer particles of color than a river water. This belief is supported by the higher color removal by sand filters supplied by river than by reservoir waters. A slow sand filter will remove one-third of the color, but when treating certain river waters such filters may remove more than one-half the color, although they are usually unable to remove more than one-fifth of the color from a stored water.

There are waters, therefore, which require chemical treatment prior to filtration. In nearly all such cases, sulphate of alumina with or without an alkali has been used. The dosing has been based on the appearance and alkalinity of the water, and the results, especially in small plants operating without laboratory control, leave much to be desired. Recently, George C. Whipple, M. Am. Soc. C. E., has stated:

"The use of alum with short periods of coagulation and mechanical filtration of the ordinary type is, in my opinion, inappropriate to a soft colored Massachusetts surface water. * * * * The corrosion problem in our State is serious and must not be made more so by inappropriate chemical treatment."

The mechanical filter, *per se,* is an efficient device, and the remedy lies in better chemical treatment. If the waters could be treated more scientifically, the period of coagulation might be reduced and the rate of filtration increased. Better treatment, however, must await the application of modern chemical and physical theories to practice, and this will require much investigation and many trials before any rules can be written for the non-technical operator.

At the present time, sulphate of alumina is added until coagulation takes place, and, in most cases, soda is added to maintain an alkalinity of at least 7 parts per million in the water delivered to the mains. Frequently, this method fails. At some places, such as Warren, R. I., soda cannot be used at certain times of the year, and the alkalinity is maintained by the addition of calcium carbonate in the form of powdered chalk. If sulphate of alumina is added to excess, better decolorization will be obtained, but the treated water will corrode the distribution system. In the one case, the soda has been added to the filtered water. At Wilmington, N. C., the water is first overdosed with alum, and after it has passed through the coagulating basin, it is dosed with enough soda or lime to insure a final alkalinity of 10. In these cases, both the optimum decolorization by sulphate of alumina and the inhibition of corrosive action is attained. At Exeter, N. H., it was impossible, even by adding sulphate of alumina to excess, to reduce the average color much below 20 parts per million. Apparently, the water contained a large quantity of positively charged coloring matter which was not affected by aluminum hydrate having the same charge. By pre-treating the water with 0.5 parts of chlorine per million, a condition was brought about under which treatment with a small dose of sulphate of alumina easily reduces the color below 10 parts per million.

Ordinarily, one believes that if an equivalent quantity of soda is added to a unit dose of sulphate of alumina, aluminum hydrate will be produced. Try this in some cases in practice, and what results—a re-solution of the color.

In some cases reduce the equivalent dose of soda to, say, one-half, and a good decolorization may result. These facts are known, but the principles on which they are based are not yet clear.

There is also the problem of after-precipitation. In at least four rapid filter plants supplying New England towns, some of the aluminum hydrate passes the filters in a colloidal form to coagulate later in the distribution system. This was the chief of the many objections which the late Hiram F. Mills, Hon. M. Am. Soc. C. E., raised against alum treatment. This fault is noticed even at plants with coagulating basins of relatively large capacities, although not so frequently as at plants where the chemicals are applied directly to the influents of pressure filters. The trouble occurs most frequently in cold weather when all chemical reactions are retarded.

From what has been said, it is obvious that water purification experts are trying to solve what is, perhaps, the most difficult water purification problem, without a knowledge of the factors which enter into it, and until they can elucidate these factors, the demonstration of the theories is impossible.

For guides, engineers have depended largely on the color and alkalinity determinations. What do these mean? Simply a measure of the intensity of the one and the combining power of the other. No regular determinations record the nature of the color, and although the brown of one water may appear to be similar to the brown of another, it is no sign that they will respond to the same treatment. Thorndike Saville, Assoc. M. Am. Soc. C. E.,* showed how varied were the components of color in water. His experiments demonstrated the ultra-microscopic character of the "suspensoids" and "emulsoids", to use the modern terms, which make up the bulk of color in water, and that these carry electrostatic charges, positive or negative, depending on, and varying with, the water. Usually, the color particles have a negative charge.

It is obvious that the difficulty of finding the charge of the color particles and the necessary treatment is not much facilitated by the ordinary water analysis. In practice, it is assumed that the color carries a negative charge, and aluminum hydrate is used with its positive charge, to neutralize and coagulate it. This treatment does not dispose of the positively charged color particles, except that these may be removed by the absorptive action of the precipitate produced by the negatively charged particles and the hydrate. Special treatment for these positively charged particles is necessary, and the substances added must not neutralize the effect of the positive aluminum hydrate. The good effect of chlorine at Exeter, and of carbon dioxide in the experiment of Mr. M. C. Whipple† in increasing the electro-negative character of the color and, consequently, the decolorizing power of a given dose of sulphate of alumina, leads one to hope that methods for determining the electrostatic charges of color particles will come into more common use and their results will indicate more rational treatment than that commonly used at the present time.

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* *Journal*, New England Water Works Assoc., Vol. 31, p. 78, *et seq.*

† *Journal*, New England Water Works Assoc., Vol. 31, p. 116.

The alkalinity determination simply expresses the quantity of sulphuric acid in terms of calcium carbonate required to neutralize the water. It does little else. Practically all the colored waters supplied to towns are alkaline. Yet, how different are the treatments required by waters of about the same alkalinity and color. An equivalent of magnesium hydrate has the same combining power as an equivalent of caustic soda. The former is called a weak, the latter a strong, alkali, and these adjectives describe their effects. By determining the hydrogen ion concentration, these differences of potency can be measured. This determination is coming into use; it has already been made part of the daily routine at Baltimore, Md., and other places. Apparently, there is an optimum hydrogen ion concentration for each water, where coagulation is most nearly complete. It is not far from PH = 7.0. The hydrogen ion determination is not difficult, and the speaker believes that it may show what conditions of the dissolved salts in water, that is, the electrolytes, are most favorable for flocculation of the colloidal color, probably in many cases by suggesting treatment with other chemicals as well as with sulphate of alumina.

The problem, therefore, is to substitute a specific for a panacea treatment by a more accurate analysis of color and a more proper dosage with chemicals, also by the creation of the most favorable condition in the solution—the water—for the flocculation and precipitation of the neutralized colloidal color. This seems to be complicated, but the speaker believes it will be worked out to a satisfactory solution in practice. Indeed, the collection and study of the more refined electro-chemical data should explain the successes and failures in practice, and should help to rationalize the treatment of colored waters. On the practical side is the lure of a greatly reduced cost for chemicals, which should stimulate research in this important field.

THE OPERATION OF RESERVOIRS FOR WATER SUPPLY.

By Samuel A. Greeley,* M. Am. Soc. C. E.

The developments of storage for water supply throughout many parts of the Upper Mississippi Valley is frequently a relatively costly project. The river valleys are wide and flat, and the slope of the streams is moderate. Thus, at Decatur, Ill., to impound about 9 000 000 000 gal. to furnish an estimated minimum yield of 42 000 000 gal. per day, it is necessary to flood about 5.5 sq. miles and the total cost of the project is almost $2 000 000. Several other water-impounding projects which have come to the speaker's attention, have called for expenditures in excess of bond limitations and have been financed by popular subscription.

Furthermore, south of Wisconsin and Minnesota, ponds, lakes, and streams for recreation purposes are scarce and inaccessible and by no means as plentiful as they are throughout New England, for instance, and portions of New York State and New Jersey. For these reasons, among others, there is a strong disposition to permit the use of these reservoirs for recreation purposes, including bathing, boating, fishing, and the like. The most extreme case which has come to the speaker's attention is Lake Milton, in Ohio, which furnishes the water supply for Youngstown, Warren, Niles, and other small communities in Ohio. This reservoir covers about 2.65 sq. miles and impounds about 9 000 000 000 gal. There are a number of resorts about its shores, and bathing, boating, fishing, and picnicing are allowed. Below the dam, the water flows several miles in open channel to the intake of the filter plant, receiving pollution on the way, which masks the effect of reservoir use.

It should be noted especially, however, that many of the surface water supplies of the Upper Mississippi Valley are turbid and otherwise unsatisfactory without filtration, so that modern water filtration plants are, in general, in operation in the case of the larger projects. This circumstance tends to render officials and the public less sensitive to the possibilities of pollution at the source.

Earlier Discussions.—The use and maintenance of reservoirs has been under consideration from time to time since 1907, when a thorough discussion† was presented before the Society on the relative value of the control of drainage areas and the installation of water filtration plants for the protection of public water supplies. The discussion at that time, however, did not relate primarily to the use of reservoirs as this use affected a safe load on water filtration plants.

A later, and a very able, discussion was presented in 1920, by X. H. Goodnough, M. Am. Soc. C. E., before the New England Water Works Association, deprecating the use of reservoirs for fishing and boating and instancing a number of cases where permission to fish resulted adversely. In most of these cases, however, the relation of water filtration was not stated.

In a still further discussion,‡ the following conclusions were offered by George A. Johnson, M. Am. Soc. C. E.:

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* Chicago, Ill.

† *Transactions*, Am. Soc. C. E., Vol. LIX (1907), p. 367.

‡ *Journal*, Am. Water Works Assoc., July, 1921.

(*a*).—Maintain the catchment area in as sanitary a condition as practicable; that is, guard against gross pollution entering the streams and lakes which drain the water-shed.
(*b*).—Store the water in natural lakes or artificial reservoirs, provided such storage is available or dictated by sound engineering principles.
(*c*).—Coagulate and filter.
(*d*).—Sterilize.

These comments, however, are not specific as to the use and protection of reservoir supplies.

Apparently, this matter is not finally settled in all cases, as indicated by a recent Act submitted to the Massachusetts Legislature relative to the use of Lake Cochituate in the Town of Natick for boating and fishing. The officers of the New England Water Works Association have protested against the passage of this bill.* Efforts should be directed to (1) the control of human activities to prevent undue pollution; and (2) the control of natural processes to prevent deterioration of physical qualities.

Principal Considerations.—The operation of reservoirs for water supply may be discussed from two principal considerations: (*a*) the use of reservoirs other than for water supply purposes; and (*b*) their maintenance for water supply purposes.

The first consideration includes the regulation of the reservoir for bathing, boating, fishing, picnicing, and the development of the shores into camps, resorts, and residential and industrial districts. The effect of these various uses on the condition of the water as affecting the safe load on water filtration plants is the present-day criterion.

The second consideration includes the necessary operations for the maintenance of the reservoir, such as the control of objectionable growth of microscopic organisms, the proper draining and clearing of the banks, the protection of the shores, the regulation of storage, the handling of silt, the control of fish life, the drainage of swamps, the control of erosion, and the like.

In connection with the approaching completion of the impounding reservoir at Decatur, Ill., the speaker, during the past several months, has gathered some data indicating practice along these general lines in a number of other situations. (See Tables 5 and 6.)

Summary of Data on the Use of Impounding Reservoirs.—Table 5 shows the practice with filtered water supplies. In general, it is indicated that no bathing is allowed, with the exception of Youngstown, Ohio, and at Fort Worth, Tex., some bathing is permitted. There is indicated a more general permission for boating, as this is forbidden entirely in only seven towns out of the fourteen records available. Fishing from the shores is almost universally permitted, and quite generally also from boats, although this latter practice is commonly regulated through permits or licenses. Picnicing and camping seems also to be allowed, with the establishment of camps and resorts permitted in about one-half the cases. Some method of patrol is almost always undertaken, and among the more comprehensive of these methods are daily inspections by five mounted patrolmen over a drainage area of 110 sq. miles for the Oakland, Cal., water supply.

* *Journal*, New England Water Works Assoc., September, 1921.

TABLE 5.—WATER SUPPLY DATA: USE OF IMPOUNDING RESERVOIRS FOR FILTERED WATER SUPPLIES.

City.	Reservoir Data:		Use of Reservoir:						Method of patroling.
	Capacity, in million gallons.	Area, in acres.	Bathing.	Boating.	Fishing from shores.	Fishing from boats.	Picnicing and camping.	Resorts.	
Akron, Ohio	2 400	769	No	No	Yes	Some	Some	No	One man
Columbus, Ohio	1 720	363	No	No	Yes	No	Yes	No	Two river patrols.
Dallas, Tex.*	....	....	No	Yes	Yes	Yes	Yes	No	
Fort Worth, Tex	2 145	....	Yes	Yes	Yes	Yes	....	....	Sanitary patrol.
Girard Water Company, Pa	....	....	No	No	Yes*	No	No	No	Caretaker at each reservoir.
Jacksonville, Ill	453	265	No	Yes	Yes	Yes	Yes	No	Under Park Board.
Mt. Vernon, Ill	350	....	No	Yes	Yes	Yes	Yes	Cottages	Some patroling.
Oklahoma, Okla	8 000	2 700	No	No	Yes	Yes	Yes	No	None.
Oakland, Cal	19 155	1 310	No	No	No	No	No	No	Five mounted patrols.
Ravenna, Ind	....	85	No	Yes	Yes	Yes	Yes	Cottages	Shores treacherous.
Reading, Pa	150	31	No	Some	Yes	Yes	Yes	Caretakers	Monthly.
Springfield, Mass	2 500	214	No	No	No	No	Little	No	Caretaker resident.
Wilkes-Barre, Pa	9 000	....	No	No	†	No	No	No	Daily patrol.
Youngstown, Ohio	9 000	1 700	Yes	Yes	Yes	Yes	Yes	Yes	None.

* Subject to general regulations.
† Limited fishing from shore permitted when water is filtered.

TABLE 6.—WATER SUPPLY DATA: USE OF IMPOUNDING RESERVOIRS FOR UNFILTERED WATER SUPPLIES.

City.	Reservoir Data:		Use of Reservoir:						Method of patroling
	Capacity, in million gallons.	Area, in acres.	Bathing.	Boating.	Fishing from shores.	Fishing from boats.	Picnicing, and camping.	Resorts.	
Altoona, Pa	1 030	130	No	No	No	No	No	No	Daily patrol.
Bellevue, Ohio	250	....	No	No	Yes	No	No	No	Patrolmen, May to November.
Centralia, Ill	850	....	No	Yes	Yes	Yes	Yes	Yes	None.
New London, Conn	600	225	No	No	No	No	No	No	Regular trips.
Omaha, Nebr	100	....	No	No	No	No	No	No	Watchman.
Paris, Ill.*	300	100	Yes	Yes	Yes	Yes	Yes	Yes	None.
Portland, Ore	(?)	500	No	No	No	No	No	No	U S Forest Service.
Rochester, N. Y	7 328	2 476	No	No	No	No	No	No	Constant inspection.
San Francisco, Cal	....	....	No	No	No	No	No	No	Seven mountain men.
Seattle, Wash	270	....	No	No	No	No	No	No	Fenced in.
Syracuse, N. Y	Skaneateles Lake		No	No	Yes	Yes	Yes	Cottages	Patroled by water and road.

* Water not used for drinking.

Table 6 indicates the data for unfiltered water supplies. In only one case is bathing reported as permissible, that is, at Paris, Ill., in which city the water is not used for drinking. Boating also is forbidden, whereas fishing from the shores is forbidden in seven cases out of eleven. Fishing from boats is also generally forbidden, and this is also true of picnicing, camping, and the development of resorts.

In the case of the impounded or lake supplies for Boston, Mass., and New York City, very careful control is exercised, fishing and some boating is allowed by permit, and some bathing occurs near some of the New York reservoirs.

Practice thus indicates a somewhat freer use of reservoir waters in the case of filtered supplies.

Comments on Bathing.—The matter of bathing appears to be the most important consideration. It should be considered not only for its effect on the quality of the water in the reservoir, but also for its effect on the bathers themselves. The effect of crowded bathing beaches on the bathers has recently called for the serious attention of the Health Departments in Chicago, Ill., Milwaukee, Wis., and elsewhere along the Great Lakes. A suggestion is offered that better bathing facilities can be provided in specially designed pools or ponds, in which the circulation and purification of the water can be controlled. With present-day understanding of the quite general distribution of typhoid carriers, the regulation of bathing assumes increasing importance. For a short time in 1921, several public bathing beaches in Chicago were closed.

Maintenance of Reservoirs.—No large impounding reservoir for water supply can be left to itself, and some more or less continuous maintenance is required. In the first place, developments on the drainage area above the reservoir should be convassed frequently so that gross pollution may be avoided. In the second place, the development of undesirable microscopic growths must be watched and controlled. Methods of control include a reasonable removal of the causes of such growths, the destruction of the growths by the application of minute quantities of copper sulphate, and the improvement of the water by aeration before filtration.

The third consideration involves the maintenance of satisfactory shore conditions, which can often be accomplished by draining, clearing, and burning over marginal areas during low water. It is believed to be particularly important that constant patroling should be undertaken, probably by boat and automobile, so that the establishment of gross nuisances may be prevented at all times, as well as minor infringements of the reservoir use.

Recent English Data.—The speaker's attention has recently been called to a moderate use of impounding reservoirs for fishing in England. A book recently published, entitled "Trout in Lakes and Reservoirs", by Ernest Phillips, offers some interesting data. It appears that within the last few years about forty or more English cities have stocked their city water supply reservoirs with fish and opened them to the public. In some of these cities, fishing tickets are issued, which cost at Manchester 25 cents per day and at Huddersfield 50 cents per fishing day. The speaker is not informed as to the extent of water filtration at these supplies, nor as to which, if any, are

chlorinated. It is the general understanding in the United States that few of them are filtered. An interesting account of these supplies appears in the *Outlook* for October 12th, 1921.

Rules and Regulations.—A number of rules and regulations governing the use of reservoirs have been published and others have been suggested. Among the most complete are those of the Massachusetts State Board of Health, the Department of Water Supply, Gas and Electricity of New York City, a suggested law by W. H. Dittoe, M. Am. Soc. C. E., Chief Engineer of the Ohio State Board of Health, and ordinances recently passed at Dallas, Tex., and elsewhere. The aim of these rules and regulations is to prevent entirely the use of the reservoir for fishing, bathing, boating, and the like, or to permit some boating and fishing under careful regulation through permits and licenses. Bathing appears to be quite generally denied.

Summary and Conclusions.—The brief time available for the presentation of this subject of the operation of reservoirs for water supplies, and the multitude of differing local conditions, do not permit general definite conclusions. Practice and experience indicate that bathing, except under most favorable conditions, should not be permitted, and that consideration should be given to the protection of bathers as well as to the protection of the water supply. With unfiltered supplies, the tendency is frequently against boating, fishing, and the like. In the case of filtered supplies, the use of reservoirs for such purposes appears to be increasing under the most thorough and careful sanitary patrol.

DISCUSSION ON WATER SUPPLY AND WATER PURIFICATION

By Messrs. Louis L. Tribus, G. F. Catlett, and John R. Baylis.

Louis L. Tribus,* M. Am. Soc. C. E.—For a great many years the speaker's firm had under its observation and care a Western water-works system, the supply for which came from a flashy river, varying greatly in alkalinity and turbidity.

During different seasons and storm conditions, the alkalinity ranges from 40 to 320 parts per million and the turbidity, from zero to 5 000 (5 000 marks the limit on the gauge); how much worse it has been is not known. The point of interest, however, was the treatment of the water with coagulant. Taking the average through the year, 1½ to 2½ grains of sulphate of alumina were required per gallon, and, at times, it was necessary to increase the dose greatly. On one occasion, when the turbidity was at the maximum, the water would not yield until the alum dose was increased to 20 grains. Then, it suddenly yielded and although the conditions seemed to be the same, the alum dose was decreased at once to 11 and then to 7 grains, with perfect results.

Another fact of special interest is that an advantage was gained by dosing the raw water at different stages in its passage. From the river, the water first passed through four successive sections of a sedimentation or coagulation basin; and then to mechanical gravity open filters. Alum was first added at the point where the centrifugal pump took the water for discharge into the first basin, and since the water entered near the bottom of that first basin, a second dose could be given. The flow passed through a port about 3 ft. from the bottom of the wall, between the first and second chamber, and, from the second to the third section, it passed at a little higher elevation. At this port a third dose of alum was added. The water then passed through the third basin into the fourth, and through that and a short pipe line to the filters. The final dose of alum was given just before the water reached the filters. It was found that by using these successive proportional charges, far better results could be obtained than by using the full dose at any one point. The clearest water was neither near the bottom nor at the top, but from about 6 in. to 1 ft. below the top.

G. F. Catlett,† Assoc. M. Am. Soc. C. E.—The speaker was much interested in the discussion on colored waters by Mr. Weston, particularly in his reference to such waters in Eastern North Carolina. Considerable study has been, and is being, given to the treatment of these waters as they occur in that State and some interesting results were published regarding the treatment of the colored water at Wilmington, N. C.

The outstanding facts brought out in connection with these studies, is that the treatment of colored water requires close and scientific regulation of chemicals and of the general treatment, and does not require as long a retention time in the coagulating basins and probably not as low a velocity as is required by turbid waters.

* New York City.

† Raleigh, N. C.

In the case of the colored waters of North Carolina, and it is true in general of those found elsewhere, the alkalinity is rather low, and additional alkali must be applied. In applying this alkali a careful adjustment of the ratio of aluminum sulphate to alkali was found to be necessary, so that the hydrogen-ion concentration will be close to the iso-electric point. If this is done, coagulation will occur much more quickly than in the case of turbid, clay waters, and the "floc" will be in larger, heavier particles. If slightly more alkali is added than is needed to secure the iso-electric point, coagulation will occur in such small particles that no satisfactory sedimentation or filter efficiency can occur. It is obvious that this required control must be under complete laboratory test and under the supervision of an operator thoroughly conversant with the principles involved. In order to secure a factor of safety against free alum going over to the filters, it is found necessary to add a small quantity of alkali as a secondary treatment after coagulation and sedimentation. The quicker coagulation secured under proper treatment, and the larger and heavier "floc", are the reasons for suggesting a lower basin retention time and a higher permissible velocity in the basin.

In treating the colored water at Wilmington, where complete laboratory tests and scientific control is provided, satisfactory color removal is secured with economical use of chemicals. At Elizabeth City and Lumberton, where there is no trained technical supervision, rather unsatisfactory results are secured, with a much higher consumption of chemicals.

The reference to the brackish water at Wilmington, is entirely aside from the difficulty encountered in treating a colored water. Following an abnormal dry spell, such as has been experienced this year (1921), in conjunction with certain wind and other conditions in the ocean, sea water is backed up thirty miles distant to the intake. The October, 1921, report from the Wilmington plant shows chloride content as high as 1 600 parts per million. The same trouble is experienced to a greater or less extent at other towns along the coast. As the condition exists for a short period only, the remedy is raw-water storage sufficient to carry over the duration of salt water.

It is of interest that this condition at Wilmington, in its more aggravated form, was coincident with the construction of locks and dam on the river above the intake.

John R. Baylis,* Assoc. M. Am. Soc. C. E.—Hydrogen ions having been mentioned by Messrs. Whipple, Hazen, and Weston, the speaker will discuss that subject briefly. The laboratory at the Montebello Filters, of the Baltimore City Water Department, was one of the first to use hydrogen ion in plant control and it is now one of the most important tests. The water at Baltimore is comparatively soft, the alkalinity being about 40 and the total hardness about 50. It is corrosive before treatment, and after the application of alum, unless neutralized by an alkali, it is so corrosive that when it reaches the consumer it may look about as turbid as it did before filtration, due to corrosion of the pipes. It is necessary, therefore, to reduce its cor-

* Baltimore, Md.

rosive qualities, which is now done by adding lime near the outlet of the mixing basin.

Mixing basins are a feature frequently overlooked in filter design, and it may be well to discuss briefly this part of the plant which helps bring about the chemical reactions. Some years ago the speaker had the experience of trying to operate a plant which had no mixing basin, and after one year of unsatisfactory efforts, a basin was constructed, and immediately the desired results were obtained. Some interesting experiments have been made in California on mechanical agitation to produce the desired mixing, and the speaker believes there is something in that method, because in Baltimore, several years ago, when iron and lime were used as a coagulant, good coagulation was frequently hard to obtain. It required about ½ hour for the water to pass through the mixing basin, which is longer than in most plants. Experiments showed that when this water, which had received the ½-hour mix without producing a satisfactory coagulation, was stirred slowly for 20 or 25 min., excellent results were produced. In recent experiments on mechanical agitation, the speaker has found the time element important, as well as the saving in chemicals. A turbidity requiring about ¾ grain per gal. of alum and ½ hour in the mixing basin of the plant, could be properly coagulated with ⅖ or ½ grains per gallon, if stirred for 25 or 30 min. with the experimental apparatus.

It has been stated that coagulation with colored waters is difficult, but the precipitation is very rapid when once obtained. The chances are that this colored water was overdosed with chemicals, which produces rapid precipitation after the floc is formed. A longer period of mixing may change the results with considerable saving in chemicals. The speaker favors large coagulating basins even though there may be rapid precipitation. If the total capacity is not needed, longer periods between cleaning may be allowed. From experiences in Baltimore, larger basins are preferred. Chemical reactions are sometimes slow, and, at times, it seems that the reactions are not complete until after the water has passed the filters. The capacity of the basins, however, does not always give an indication of the time in passing through, since float tests have shown that in less than 1 hour part of the water may pass through basins having capacities of 2½ or 3 hours.

It is possible to prevent corrosion almost entirely by adjusting chemical treatment to the proper hydrogen-ion concentration. With soft waters this may mean a PH value of nearly 9.0 and with hard waters the value may be as low as 7.0, or even less, without producing corrosion. For most waters, in adjusting the hydrogen-ion concentration when alum is used, the alkali should be added after filtration. Preparations are now being made at Baltimore to add the lime after filtration. The water before treatment has a PH value of about 7.0, which is reduced to about 6.5, or less, by the addition of alum, and it is later adjusted to about 8.4 or 8.6 by the addition of lime. There seems to be nearly complete precipitation of the alum if the PH value is not below 6.5, but beyond that it may not be complete. On account of the low alkalinity in some waters, it may be necessary to add some of the alkali before the alum, but only enough should be added to produce a PH value of about 6.5 after application of the alum, and then adjust it to the proper

hydrogen-ion concentration after filtration. In Baltimore, it is possible to re-dissolve about one-half the aluminum hydrate by applying lime in doses slightly higher than are necessary to the coagulated water. These re-dissolved compounds may have no effect on the water, but chemicals are wasted by this practice.

The hydrogen-ion concentration is one of the easiest determinations to make, and possibly is the only test that will enable the filter operator to be sure of the corrosive qualities of the water treated. As soon as the proper concentration is determined for a certain water, the necessary adjustments can be made, and complaints about corrosion or red water will cease. The speaker believes that to-day the hydrogen-ion determination is one of the most important tests.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

TENTATIVE SPECIFICATIONS FOR STEEL RAILWAY BRIDGES

Submitted as a Progress Report of the Special Committee on Specifications for Bridge Design and Construction*

With Discussion by Messrs. Henry B. Seaman, F. E. Turneaure, and Burton R. Leffler.

Committee

Henry B. Seaman, *Chairman,*

H. C. Baird
C. W. Hudson
M. S. Ketchum
B. R. Leffler
A. F. Robinson
F. E. Turneaure
J. R. Worcester

November 16th, 1921.

* To be presented to the Annual Meeting, January 18th, 1922.

To the President and Board of Direction,

American Society of Civil Engineers:

The Special Committee on Specifications for Bridge Design and Construction submits the following report of progress of the work accomplished to the present time.

The first meeting of the Committee was held on December 13th, 1920, for the purpose of organization, and to formulate methods of procedure in its work. Mr. Henry B. Seaman was elected Chairman, and Mr. H. C. Baird, Secretary, of the Committee. The Committee then resolved itself into seven Sub-Committees, to collect data and make recommendations in the various branches of its work. Each of these Sub-Committees was composed of the membership of the whole, with the following Sub-Chairmen appointed by the Chairman of the Committee:

Highway Loading and Impact	M. S. Ketchum
Railway Loading and Impact	F. E. Turneaure
Substructure and Foundations	J. R. Worcester
Allowable Unit Stresses	B. R. Leffler
Shop and Erection Methods	A. F. Robinson
Reinforced Concrete Structures	C. W. Hudson
Materials	J. E. Greiner

It was decided by the Committee that the most practicable order of procedure would be first to outline a general specification for fixed spans of steel railroad bridges, which could be modified to meet the requirements of steel highway bridges, including highway loading, and with the loading of these two classes of bridges as a basis, the reinforced concrete bridges could then be taken up for consideration.

The Committee has held five meetings, three of which were of two days' session, and a sixth meeting will be held this year. All meetings were well attended, and, at several, a full attendance was obtained.

The Committee, at various times, has considered the enlargement of its membership, and it was decided that the work could be managed most expeditiously without adding to its number for the present, while its work is purely tentative. It is the purpose of the Committee to submit tentative forms to the membership of the Society for full, exhaustive, and constructive discussion, thus forming the entire Profession into a "Committee of the Whole," so to speak, and obtaining the broadest possible views as to practice and future procedure. This discussion will not be confined to the membership of the Society, but will be welcomed from all sources having experience and judgment on the subject. It may then seem advisable either to enlarge the Committee or to bring in outside judgment in the formulation of the final specification.

In conformity with this program, the Committee submits herewith to the Society, in tentative form, for discussion, a General Specification for the Design and Construction of Steel Railroad Bridges.

Respectfully submitted,

COMMITTEE:

H. C. BAIRD,
C. W. HUDSON,
M. S. KETCHUM,
B. R. LEFFLER,
A. F. ROBINSON,
H. B. SEAMAN,
F. E. TURNEAURE,
J. R. WORCESTER.

For the Committee,

HENRY B. SEAMAN,
Chairman,
HOWARD C. BAIRD,
Secretary.

CONTENTS

TENTATIVE SPECIFICATIONS FOR STEEL RAILWAY BRIDGES

SECTION A.—INTRODUCTORY.

1.—These specifications cover the design of fixed span bridges.

2.—Definitions of Terms.—The term, "Engineer", refers to the purchaser's engineer or to his authorized representative. The term, "Inspector", refers to the inspector or inspectors acting under the authority of the Engineer. The term, "Contractor", refers to the manufacturing or fabricating contractor, party to the contract.

3.—Proposals.—Bidders shall submit proposals conforming to the terms in the letter of invitation. The proposals preferably shall be based on plans and specifications furnished by the Purchaser, showing the general dimensions necessary for designing the structure, the stresses, and the general or typical details. Invitations covering work to be designed or erected by the Contractor shall state the general conditions at the site, such as track spacing, character of foundations, old structures, traffic conditions, etc.

4.—Drawings to Govern.—Drawings shall govern in cases where they are not in agreement with the specifications.

5.—Patented Devices.—The Contractor shall protect the Purchaser against claims on account of patented devices or parts proposed by him.

SECTION B.—DRAWINGS.

6.—Approval of Drawings.—If shop drawings are not furnished by the Purchaser, the Contractor shall submit for approval before work is commenced duplicate prints of all shop drawings, which drawings shall be delivered to the Purchaser on completion of the contract. Any material ordered by the Contractor prior to the approval of the drawings shall be at his risk.

7.—Shop Drawings.—Shop drawings shall be made on the dull side of tracing cloth, 24 by 36 in., including the margin, which shall be 1½ in. at the left end and ½ in. wide at the other edges. The title shall be in the lower right-hand corner. No change shall be made on approved drawings without the written consent of the Engineer.

8.—Approval of shop drawings by the Engineer shall not relieve the Contractor from responsibility for shop dimensions, shop fits, or field connections.

SECTION C.—GENERAL FEATURES.

9.—Material.—Structures shall be made wholly of structural steel except where otherwise specified. Cast steel preferably shall be used for shoes and bearings. Cast iron may be used only where specifically authorized by the Engineer.

10.—Type.—The type of bridges to be used for various span lengths shall preferably be as follows:

Rolled beams up to....................	30 ft.
Plate girders from.....................	30 to 125 ft.
Riveted trusses from..................	100 ft. and over.
Pin-connected trusses from............	175 ft. and over.

11.—Number of Trusses.—For double-track, through bridges, two trusses shall be used. Four-track bridges may be constructed as two double-track bridges, side by side, or may have three trusses, as directed.

12.—Spacing of Trusses.—The width between center of trusses or girders shall be sufficient to prevent overturning by the specified lateral forces and in no case less than one-twentieth of the span.

13.—Clearance.—The clearance on straight track shall be not less than that shown in Fig. 1. On curves, additional provision shall be made for a car 80 ft. long, 14 ft. high on top of a 6-in. rail and 60 ft. between truck centers, with allowance for super-elevation of the outer rail. Unless specified otherwise, the super-elevation of the outer rail shall be ¾ in. for each degree of curvature with a maximum of 8 in.

14.—Skew Bridges.—In skew bridges without ballasted floors, the end stringers or end girders for each track shall be square with the track.

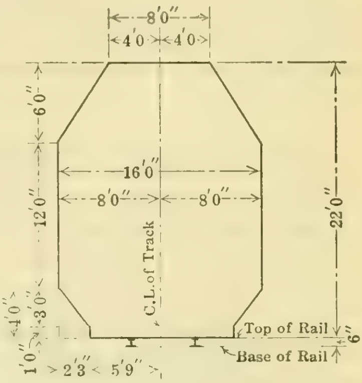


FIG. 1.

15.—Timber Floor.—Ties shall be not less than 10 ft. long, spaced not more than 6 in. apart, and dapped ½ in. over the lowest part of the girder or stringer. They shall be hook-bolted to girders or stringers as required by the Engineer and shall be secured against bunching by wooden guard-rails, 6 by 8 in., notched 1 in., and fastened to each tie by a ¾-in. bolt. Where subjected to bending, the stress on extreme fibers shall not exceed the unit stress for timber given in Article 201, assuming a maximum wheel load with 100% impact to be distributed equally over three ties.

16.—Ballasted Floors.—Ballasted floors shall have at least 6 in. of ballast under the ties, and the ballast shall be assumed as level with the base of rail, the weight of the ties being neglected. The live load, assumed as 15 000 lb. per lin. ft. of track, shall be considered as uniformly distributed over a width of 10 ft.

17.—Dimensions for Calculations.—For calculation of stresses the length shall be the distance between centers of bearings for trusses and girders, between centers of trusses for floor-beams, and between centers of floor-beams for stringers. The depth shall be the distance between centers of pins for pin-connected trusses, between centers of gravity of chords for riveted trusses, and between centers of gravity of flanges for plate girders, unless net section modulus is used.

18.—Spans with floor system shall preferably have end floor-beams.

SECTION 1.—LOADS AND STRESSES.

101.—Weight of Materials.—In estimating the weight of the structure, for the purpose of computing the stresses therein, the following unit weights shall be used:

Steel	490 lb. per cu. ft.
Concrete	150 " " " "
Sand and gravel..........................	100 " " " "
Asphalt-mastic	150 " " " "
Bituminous macadam.......................	130 " " " "
Granite	170 " " " "
Paving bricks	150 " " " "
Spruce, white and red pine, and Douglas fir.	3 " per ft. B. M.
Southern long-leaf pine..................	4 " " " "
Oak and birch............................	5 " " " "
Creosoted timber.........................	5 " " " "

The rails and fastenings shall be assumed to weigh 150 lb. per lin. ft. for each track.

102.—Loads.—Stresses shall be shown separately for the following: Dead load, live load, impact, centrifugal force, lateral and longitudinal forces,

and the members shall be proportioned for the combination giving maximum results, except as otherwise provided.

103.—Dead Load.—The dead load shall consist of the entire weight of the superstructure, estimated in accordance with unit weights given in Article 101.

104.—Live Loads.—The live load for each track shall be as shown in Fig. 2 or Fig. 3, and that producing the greater stress shall be used.

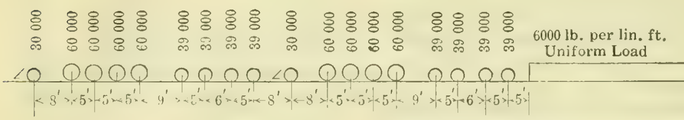


FIG. 2.

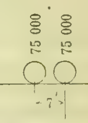


FIG. 3.

For special cases the live load may be varied as required by the Engineer.

105.—Multiple Tracks.—For multiple-track bridges, the live load with impact shall be reduced as follows:

For two tracks loaded...............	10 per cent.
" three " "	20 per cent.
" four " "	30 per cent.

106.—Impact.—The impact or dynamic increase in railway live load shall be determined by the following formula:

$$I = S \frac{300}{300 + \frac{L^2}{100}}$$

in which

I = impact or dynamic increment to be added to live-load stress;
S = computed maximum live-load stress;
L = span length for chords and end posts and loaded length for web members, neglecting the load in advance of the panel point considered.

107.—For bridges designed exclusively for electric traction, the impact shall be taken as one-half that given by the above formula. Impact shall not be added to stress produced by longitudinal or lateral forces.

108.—Overload.—All members and details shall be proportioned so that an increase of 50% in live load with impact will not increase the unit stress given in the specifications more than 50 per cent.

109.—Lateral Forces.—The lateral forces shall consist of a horizontal moving load equal to 30 lb. per sq. ft. on one and one-half times the vertical projection of the structure on a plane parallel with its axis (but never less than 200 lb. per lin. ft. at the loaded chord, and 150 lb. per lin. ft. at the unloaded chord), and a moving load of 10% of the specified live load on one track applied 8 ft. above the base of rail.

110.—If a moving load of 50 lb. per sq. ft. on one and one-half times the vertical projection of the unloaded structure on a plane parallel with its axis, produces greater stresses than the lateral force defined in Article 109, it shall be provided for.

111.—In calculating the stresses in viaduct towers due to lateral force, the viaduct shall be considered as loaded on either one or both tracks, with empty cars weighing 1 200 lb. per lin. ft., with a wind pressure of 300 lb. per lin. ft. applied 8 ft. above the base of rail.

112.—Centrifugal Force.—Where structures are on curves, the centrifugal force assumed as acting 6 ft above the base of rail shall be computed by the formula:

$$C = \frac{0.067\ W\ V^2}{R}$$

in which,

C = horizontal centrifugal force;
R = radius of curve, in feet;
W = live load plus impact;
V = speed, in miles per hour.

113.—Longitudinal Force.—Provision shall be made in the design for the effect of a longitudinal force of 20% of the live load on one track only, applied 6 ft. above the top of rail. In structures (such as ballasted deck bridges of only three or four spans) where, by reason of continuity of members or frictional resistance, the longitudinal force will be largely directed to the abutments, its effect on the superstructure shall be taken as one-half that specified above.

114.—Temperature Stresses.—Allowance shall be made for variation in temperature of 120° Fahr., by providing members of sufficient strength to resist the temperature stresses.

Section 2.—Unit Stresses.

201.—The several parts of the structure shall be proportioned so that the unit stresses will not exceed the following in structural grade and rivet steel:

	Pounds per square inch.
Axial tension, net section	16 000
Axial compression,* gross section (*a*)	$15\,000 - 50\,\frac{l}{r}$
but not to exceed	12 500
Axial compression,* gross section (*b*)	$12\,500 - 0.25\left(\frac{l}{r}\right)^2$
Axial compression,* gross section (*c*)	$\dfrac{16\,000}{1 + \dfrac{l^2}{13\,500\,r^2}}$
but not to exceed	14 300

in which,

l = the length of the member, in inches;
r = the least radius of gyration of the member, in inches;

	Pounds per square inch.
Tension in extreme fibers of rolled shapes, built sections and girders, net section	16 000
Tension in extreme fibers of pins	24 000
Shear in plate-girder and I-beam webs, net section	10 000
Shear in power-driven rivets and pins	12 000
Bearing on power-driven rivets, pins, outstanding legs of stiffener angles, and other steel parts in contact	24 000

* These column formulas are in common use by railroad engineers, and each one gives results consistent with the other unit stresses herein recommended when used within the limits hereinafter specified. The Committee is unable at this time to agree on any one to the exclusion of the other.

The above mentioned values of shear and bearing shall be reduced 25% for countersunk rivets and turned bolts, and 15% for field rivets.

Bearing on expansion rollers, per linear inch................ 600 d

d = the diameter of the rollers, in inches.

For cast steel in shoes and pedestals the above-mentioned unit stresses for rolled steel shall apply.

Tension in extreme fibers of:	Pounds per square inch.
White oak, Douglas fir, and Southern long-leaf pine.........	2 000
White and red pine and spruce..........................	1 200
Bearing on granite masonry..............................	800
Bearing on sandstone and limestone masonry................	400
Bearing on concrete masonry, 1:2:4 mix....................	600

202.—The diagonal tension in webs of girders and rolled beams at sections where maximum shear and bending occur simultaneously, shall not exceed 16 000 lb. per sq. in.

203.—Effective Bearing Area.—The effective bearing area of a pin, bolt, or rivet shall be its diameter multiplied by the thickness of the piece, except that for countersunk rivets half the depth of the countersink shall be omitted.

204.—Effective Diameter of Rivets.—In proportioning rivets, the nominal diameter shall be used.

205.—Reversal of Stress.—Members subject to reversal of stress under the passage of the live load shall be proportioned as follows: Determine the resultant tensile stress and the resultant compressive stress and increase each by 50% of the smaller; then proportion the member so that it will be capable of resisting either increased resultant stress. The connections shall be proportioned for the sum of the resultant stresses.

206.—Combined Stresses.—Members subject to both axial and bending stresses (including bending due to floor-beam deflection) shall be proportioned so that the combined fiber stresses will not exceed 16 000 lb. per sq. in. In members continuous over panel points, three-fourths of the bending stress computed as for simple beams shall be added to the axial stress.

207.—When secondary stresses are not considered, members subject to stresses produced by a combination of dead and live loads, impact and centrifugal force, with lateral or longitudinal forces, or bending due to lateral action, may be proportioned for unit stresses 25% greater than those specified in Article 201. When secondary stresses are included, the unit stresses may be increased $33\frac{1}{3}$ per cent. In no case shall the section be less than that required for dead and live loads, impact and centrifugal force at the unit stresses specified in Article 201, or less than that required if secondary stresses are not considered.

208.—Secondary Stresses.—Secondary stresses shall be avoided where possible in designing and detailing. In ordinary trusses without sub-paneling, no account usually need be taken of the secondary stresses in any member whose width measured in the plane of the truss is less than one-tenth of its length. Where this ratio is exceeded, or where sub-paneling is used, secondary stresses due to deflection of the truss shall be computed.

209.—Compression Flanges.—The gross area of compression flanges of plate girders or I-beams shall not be less than the gross area of the tension flanges, but the stress per square inch shall not exceed $16\,000 - 150\,\frac{l}{b}$, in which,

l = the length of the unsupported flange, between lateral connections or knee-braces; and

b = the flange width.

Section 3.—Details of Design.

301.—Parts Accessible.—Details shall be designed so that all parts will be accessible for inspection, cleaning, and painting. Closed sections shall be avoided wherever possible. Pockets or depressions which would hold water shall have efficient drain holes, or shall be filled with concrete.

302.—Limiting Lengths of Members.—The ratio of length to least radius of gyration shall not exceed 100 for main compression members, nor 120 for wind and sway bracing.

303.—The lengths of riveted tension members shall not exceed 200 times their least radius of gyration.

304.—Depth Ratios.—The depth of trusses preferably shall be not less than one-tenth of the span. The depth of plate girders preferably shall be not less than one-twelfth of the span. The depth of rolled beams used as girders and the depth of solid floors preferably shall be not less than one-fifteenth of the span. If less depths than these are used, the section must be increased so that the maximum deflection will not be greater than if these limiting ratios had not been exceeded.

305.—Eccentric Connections.—Where possible, members shall be connected so that their gravity axes will intersect at a point.

306.—Effective Area of Angles.—The effective area of single angles in tension shall be assumed as the net area of the connected leg plus 50% of the area of the unconnected leg. Single angles connected by lug-angles shall be considered as connected by one leg.

307.—Counters.—If web members are subject to reversal of stress their end connections preferably shall be riveted. Adjustable counters shall have open turnbuckles.

308.—Strength of Connections.—Connections shall have a strength at least equal to that of the members connected, regardless of the computed stress, and shall be made, as nearly as practicable, symmetrical with the axis of the member.

309.—Limiting Thickness of Metal.—Metal shall be not less than $\frac{3}{8}$ in. thick, except for fillers. Metal subject to marked corrosive influence shall be increased in thickness or protected against such influences.

310.—Pitch of Rivets.—The minimum distance between centers of rivet holes shall be three diameters of the rivet, but the distance preferably shall be not less than $3\frac{1}{2}$ in. for 1-in. rivets, 3 in. for $\frac{7}{8}$-in. rivets, and $2\frac{1}{2}$ in. for $\frac{3}{4}$-in. rivets. The maximum pitch in the line of stress for members composed of plates and shapes shall be 7 in. for 1-in. rivets, 6 in. for $\frac{7}{8}$-in. rivets, and 5 in. for $\frac{3}{4}$-in. rivets. For angles with two gauge lines and rivets staggered, the maximum pitch in each line shall be twice the amounts given above. If two or more web-plates are used in contact, stitch rivets shall be provided to make them act in unison. In compression members, the stitch rivets shall be spaced not more than 24 times the thickness of the thinnest plate in the direction perpendicular to the line of stress, and not more than 12 times the thickness of the thinnest plate in the line of stress. In tension members, the stitch rivets shall be not more than 24 times the thickness of the thinnest plate in either direction. In tension members composed of two angles in contact, a pitch of 12 in. may be used for riveting the angles together.

311.—Edge Distance.—The minimum distance from the center of any rivet to a sheared edge shall be $1\frac{3}{4}$ times the diameter of the rivet, and to a rolled edge $1\frac{1}{2}$ times the diameter of the rivet. The maximum distance from any edge shall be 8 times the thickness of the plate or angle-leg with a limit of 6 in.

312.—Size of Rivets in Angles.—The diameter of the rivets in any angle the size of which is determined by calculated stress shall not exceed one-fourth of the width of the leg in which they are driven. In angles the size of which is not so determined 1-in. rivets may be used in $3\frac{1}{2}$-in. legs, $\frac{7}{8}$-in. rivets in 3-in. legs, and $\frac{3}{4}$-in. rivets in $2\frac{1}{2}$-in. legs.

313.—Long Rivets.—Rivets which carry calculated stress and the grip of which exceeds four and one-half diameters shall be increased in number at least 1% for each additional $\frac{1}{16}$ in. of grip. If the grip exceeds six times the diameter of the rivet, specially designed rivets shall be used.

314.—Pitch of Rivets at Ends of Members.—The pitch of rivets at the ends of built compression members shall not exceed four diameters of the rivet for a distance equal to one and one-half times the maximum width of the member.

315.—Compression Members.—In built compression members, the metal shall be concentrated in the webs and flanges. Large columns and compression members of trusses shall have their segments connected by solid webs, if practicable. The thickness of each web shall not be less than one-thirtieth of the distance between the lines of rivets connecting it to the flanges. The thickness of cover plates shall not be less than one-fortieth of the distance between the nearest rivet lines.

316.—Outstanding Legs of Angles.—The width of outstanding legs of angles in compression (except when reinforced by plates) shall not exceed the following:

a.—For stringer flange angles, twelve times the thickness.
b.—For main members carrying axial stress, twelve times the thickness.
c.—For bracing and secondary members, sixteen times the thickness.

317.—Stay-Plates.—The open sides of compression members shall be provided with lacing-bars and shall have stay-plates as near each end as practicable. Stay-plates shall be provided at intermediate points where lacing is interrupted. In main members, the length of stay-plates shall be not less than one and one-quarter times the distance between the lines of rivets connecting them to the outer flanges, and the length of intermediate stay-plates shall be not less than three-quarters of that distance. Their thickness shall be not less than one-fiftieth of the same distance.

318.—Built Tension Members.—Tension members composed of shapes shall have their separate segments stayed together.

319.—Lacing.—The lacing of compression members axially loaded shall be proportioned to resist a shearing stress of $2\frac{1}{2}$% of the direct stress. The minimum width of lacing-bars shall be 3 in. for 1-in. rivets, $2\frac{3}{4}$ in. for $\frac{7}{8}$-in. rivets, $2\frac{1}{2}$ in. for $\frac{3}{4}$-in. rivets, and 2 in. for $\frac{5}{8}$-in. rivets. The thickness shall be made as required by Article 201, in which l shall be taken as the distance between connections to the main sections.

320.—In members composed of side segments and a cover plate, with the open side laced, one-half of the shear shall be considered as taken by the lacing. Where double lacing is used, the shear in the plane of the lacing shall be distributed equally between the two systems.

321.—Lacing-bars of compression members shall be spaced so that the $\frac{l}{r}$ of the portion of the flange included between their connections will be not greater than 40, and not greater than two-thirds of the $\frac{l}{r}$ of the member.

322.—In connecting lacing-bars to flanges, $\frac{5}{8}$-in. rivets shall be used for flanges less than $2\frac{1}{2}$ in. wide, $\frac{3}{4}$-in. rivets for flanges from $2\frac{1}{2}$ to $3\frac{1}{2}$ in. wide, and $\frac{7}{8}$-in. rivets for flanges $3\frac{1}{2}$ in., wide or more. Lacing-bars with at least two rivets in each end shall be used for flanges more than 5 in. wide.

323.—The angle of lacing-bars with the axis of the member shall be not less than 45° for double lacing and 60° for single lacing. If the distance between rivet lines in the flanges is more than 15 in. and a single rivet-bar is used, the lacing shall be double and riveted at the intersections.

324.—Splices.—Abutting joints in compression members faced for bearing shall be spliced on four sides. The gross area of the splice material shall be not less than 50% of the gross area of the smaller member.

325.—Joints for riveted work not faced for bearing, whether in tension or compression, shall be fully spliced.

326.—Net Sections at Pins.—In pin-connected riveted tension members, the net section across the pin-hole shall be not less than 140% and the net section back of the pin-hole, not less than 100% of the net section of the body of the member.

327.—Net Section Defined.—The net section of riveted members shall be the least area which can be obtained by deducting from the gross sectional area, the area of holes cut by any plane perpendicular to the axis of the member and parts of the areas of other holes on one side of the plane within a distance of 4 in., which are on a gauge line 1 in. or more from those of the holes cut by the plane, the parts being determined by the formula:

$$A\left(1 - \frac{P}{4}\right).$$

in which,

A = the area of the hole;
P = the distance, in inches, of the center of the hole from the plane.

328.—In determining the net section, the area of the rivet hole shall be taken ⅛ in. larger than the nominal diameter of the rivet.

329.—Pin-Plates.—Where necessary to give the required section or bearing area, pin-holes shall be reinforced on each segment by plates, one of which on each side must be as wide as the outstanding flanges will permit. These plates shall be connected so as to transmit and distribute the bearing pressure uniformly over the full cross-section and to reduce the eccentricity of the segment to a minimum.

330.—Indirect Splices.—If splice-plates are not in direct contact with the parts which they connect, rivets shall be used on each side of the joint in excess of the number required in the case of direct contact to the extent of two extra lines for each intervening plate.

331.—Where rivets carrying stress pass through fillers, the fillers if over $\frac{5}{16}$ in. in thickness shall be extended beyond the connected member and the extension secured by sufficient rivets.

332.—Forked Ends.—Forked ends on compression members will be permitted only where unavoidable, in which case a sufficient number of pin-plates shall be provided to make the jaws of twice the sectional area of the member, and they shall be extended as far as necessary in order to carry the stress of the main member into the jaws.

333.—Pins.—Pins shall be long enough to secure a full bearing of all parts connected on the turned body of the pin. They shall be secured by chambered nuts or solid nuts with washers. Where the pins are bored, "through" rods with cap-washers may be used. The screw ends shall be long enough to admit of burring the threads. Members shall be secured against lateral movement on the pins.

334.—Bolts.—Where members are connected by bolts, the turned bodies of the bolts shall be long enough to extend through the metal. A washer at least ¼ in. thick shall be used under the nut. Bolts shall not be used except by special permission.

335.—Upset Ends.—Bars with screw ends shall be upset so that the area of the root of the thread will be at least 15% larger than in the body of the bar.

336.—Expansion.—Provision shall be made for expansion and contraction at the rate of 1 in. for every 80 ft. in length. In spans more than 250 ft. in length, provision shall be made for expansion in the floor.

337.—Expansion Bearings.—Spans 70 ft. and more in length shall have hinged shoes at both ends and rollers at one end; spans of less length shall be arranged to slide on smooth surfaces. Expansion ends shall be secured against lateral movement.

338.—Fixed Bearings.—Bearings at ends of spans shall be firmly secured in position.

339.—Expansion Rollers.—Expansion rollers shall be not less than 6 in. in diameter; they shall be connected by substantial side-bars; and they shall be effectually guided so as to prevent lateral movement, skewing, or creeping.

340.—Pedestals and Shoes.—Pedestals and shoes preferably shall be made of cast steel. The difference between the top and bottom bearing widths shall not exceed twice the depth. For hinged bearings, the depth shall be measured from the center of the pin. Where built pedestals and shoes are used, the web-plates and the angles connecting them to the base-plates shall not be less than $\frac{3}{4}$ in. thick. If the size of the pedestal permits, the webs shall be rigidly connected transversely. The minimum thickness of the metal in cast-steel pedestals shall be 1 in. Pedestals and shoes shall be constructed so that the load will be distributed uniformly over the entire bearing.

341.—Inclined Bearings.—For spans on an inclined grade and without hinged bearings, the sole plates shall be beveled so that the sliding surface will be level.

342.—Name Plates.—There shall be a name plate, showing in raised letters and figures the name of the manufacturer, the year of construction, and such other information as required, bolted to the bridge near each end at a point convenient for inspection.

Section 4.—Floors.

401.—Types of Floors.—Floors shall be of the "solid floor" type or shall consist of steel floor-beams and stringers with timber cross-ties supporting the rails as directed and shall be designed with special reference to stiffness.

403.—Spacing of Stringers.—In open floors there shall usually be two stringers under each track spaced 6 ft. 6 in., center to center. If four stringers are used under one track, each pair shall be spaced symmetrically about the rail.

404.—I-Beam Girders.—Rolled beams supporting timber decks shall be arranged with not more than four, and preferably not less than two, beams under each rail. The beams in each group shall be placed symmetrically about the rail and shall be spaced so as to permit cleaning and painting. They shall be connected by solid web diaphragms near the ends and at intermediate points, spaced not more than twelve times the flange width. Bearing-plates shall be continuous under each group of beams. Stiffeners shall be used where required.

405.—Floor Connections.—Floor-beams preferably shall be square to the girders or trusses and riveted directly to the girders or to the posts of through and deck truss spans. Stringers in through spans shall be riveted between the floor-beams and shall have connection angles not less than 4 in. in width, and not less than $\frac{5}{8}$ in. in thickness before facing. Shelf angles shall be provided on the floor-beams to support the stringers during erection, but the connection angles shall be sufficient to carry the whole load.

406.—Cross-Frames.—Where two lines of stringers are used under each track in panels more than 20 ft. in length, they shall be connected by cross-frames.

407.—Solid Floor Connections.—Where solid floors are connected to girders or trusses, the connection angles shall be not less than $\frac{5}{8}$ in. thick if they are to be faced, or $\frac{1}{2}$ in. thick if they are not to be faced.

408.—Proportioning Solid Floors.—Solid floors shall be proportioned by the section modulus of the net section.

Section 5.—Bracing.

501.—Design of Bracing.—All bracing shall be composed of shapes with riveted connections designed so as to avoid excessive bending stress in truss members.

502.—Lateral Bracing.—Top lateral bracing shall be provided in all through spans having sufficient head-room, in all deck spans except plate-girder spans carrying solid floors, and in all I-beam spans.

503.—Bottom lateral bracing shall be provided in all bridges except through spans where the solid floor is carried directly by the girders or trusses and deck-plate girder spans less than 50 ft. long.

504.—Portal and Sway Bracing.—Deck truss spans shall have bracing in the planes of the end posts of the truss. Through spans shall have sway bracing at each intermediate panel point of the top chord as deep as the head-room will allow, except that transverse struts of the same depth as the chords with knee-braces may be substituted for bracing less than 6 ft. in depth. They shall also have portal bracing, with knee-braces, as deep as the specified clearance will allow.

505.—Cross-Frames.—Deck plate-girder spans shall be provided with cross-frames at each end proportioned to resist all lateral forces, and shall have intermediate cross-frames at intervals not exceeding 18 ft.

506.—Laterals.—The smallest angle to be used in lateral bracing shall be $3\frac{1}{2}$ by 3 by $\frac{3}{8}$ in., located so as to clear the ties. There shall be not less than three rivets at each end connection of the angles. Angles shall be connected at their intersection by plates.

Section 6.—Plate Girders.

601.—Spacing of Girders.—The girders of deck bridges usually shall be spaced 6 ft. 6 in. between centers, except that:

a.—In single-track deck spans 75 ft. or more in length, the girder shall be spaced in accordance with Article 12, but not less than 7 ft. 6 in. between centers.

b.—In bridges on curves, the girders shall be spaced to conform to track requirements.

602.—Design of Plate Girders.—Plate girders shall be proportioned either by their net section modulus or by assuming that the flanges are concentrated at their centers of gravity. In the latter case, one-eighth of the gross section of the web, if properly spliced, may be used as flange section. For unusual sections, the net section modulus shall be used.

603.—Flange Sections.—The flange angles shall form as large a part of the area of the flange as practicable. Side-plates shall not be used except when flange angles exceeding 1 in. in thickness otherwise would be required.

604.—Flange plates shall be equal in thickness, or shall diminish in thickness from the flange angles outward. No plate shall have a thickness greater than that of the flange angles.

605.—Where flange cover-plates are used, one cover-plate of the top flange shall extend the full length of the girder. Other flange plates shall extend beyond the theoretical end a distance sufficient to develop the plate.

606.—Thickness of Web-Plates.—The thickness of web-plates shall be not less than $\frac{1}{20}\sqrt{D}$, where D represents the distance between flanges, in inches.

607.—Flange Rivets.—The flanges shall be connected to the web with a sufficient number of rivets to transfer to the flange section the horizontal shear at any point combined with any load that is applied directly on the flange. One wheel load, where ties rest on the flange, shall be assumed to be distributed over 3 ft.

608.—Flange Splices.—Splices in flange members shall not be used except by special permission of the Engineer.

609.—Web-Splices.—Splices in web-plates shall be equal in strength to the web in shear and moment. They shall extend the full depth between flanges and shall have at least two rows of rivets on each side of the joint.

610.—Stiffeners.—Stiffener angles shall be placed at end bearings and at points of concentrated load and shall be milled at bearing ends. Such stiffeners shall not be crimped and shall have outstanding legs proportioned for bearing and extending as nearly as practicable to the edge of the flange angles. All stiffeners in deck plate-girders shall be milled to bear on top flange angles.

611.—Intermediate Stiffeners.—Webs shall be stiffened by angles riveted thereto in pairs with outstanding legs not exceeding sixteen times their thickness and not less than 2 in. plus $\frac{1}{30}$ the depth of the girder. Intermediate stiffeners shall be placed at intervals not exceeding:

(*a*).—6 ft.;
(*b*).—The depth of the web;
(*c*).—The distance given by the formula, $d = \frac{t}{40}(12\ 000 - S)$.

d = the distance between rivet lines of stiffeners, in inches;
t = the thickness of the web, in inches;
S = web shear, in pounds per square inch, at the point considered.

612.—If the depth of the web between the flange angles or side-plates is less than 50 times the thickness of the web, intermediate stiffeners may be omitted.

613.—Gusset-Plates in Through Spans.—In through spans, the top flanges shall be braced by means of gusset-plates or knee-braces, with webs connected to the floor-beams and to a stiffener angle on the girder, and extending usually to the clearance line. If the unsupported length of the inclined edge of the gusset-plate exceeds 18 in., the edge shall be stiffened by angles. The plate shall preferably form no part of the floor-beam web.

614.—In through spans with solid floors, there shall be knee-braces with $\frac{3}{8}$-in. webs extending usually to the clearance line at intervals of about 12 ft. Each knee-brace shall be riveted to the floor and to the girder and shall be properly stiffened.

615.—Ends of Through Girders.—If through plate girders project 2 ft. or more above the base of the rail, the upper corners at the ends of the bridge shall be protected by rounded or sloping brackets securely riveted to the girder, or the corners of the girders shall be rounded.

616.—Bearings on masonry preferably shall be raised above the masonry by metal pedestals.

617.—Sole plates shall be not less than $\frac{3}{4}$ in. thick, nor longer than 18 in.

618.—Anchor-Bolts.—Anchor-bolts shall be not less than $1\frac{1}{4}$ in. in diameter and shall extend 12 in. into the masonry and have washers under the nuts.

SECTION 7.—TRUSSES.

701.—Type of Truss and Members.—Trusses shall preferably have single intersection web systems, and for through spans, inclined end posts. The top chords and end posts shall be made of two or more segments with one cover-plate or with a web and shall have stay-plates and lacing on the open sides; stay-plates and lacing may be used in place of the cover in light sections. The bottom chords shall be of eye-bars or of riveted members of symmetrical shape. Web members shall be of symmetrical shape.

702.—In pin-connected trusses, riveted members shall be used for hip verticals and members performing similar function, and for the two panels at each end of the bottom chords in single-track spans.

703.—Camber.—The length of truss members shall be such that the camber will be equal to the deflection produced by dead load.

704.—*Eye-Bars.*—The thickness of the eye-bar shall be not less than one-eighth of the width, not less than 1 in., and not greater than 2 in. The diameter of the pin shall be not less than three-quarters of the width of the widest bar attached. Eye-bars when tested to destruction shall break in the body of the bar.

705.—*Packing.*—Eye-bars shall be packed as closely as practicable, but arranged so that adjacent bars in the same panel will not be in contact and so that no bar will be inclined to the plane of the truss more than $\frac{1}{16}$ in. per ft. They shall be secured against lateral movement, and bars of a set shall be placed symmetrically about the plane of the truss.

706.—*Gusset-Plates.*—In riveted trusses gusset-plates connecting the truss members shall be proportionate to the stresses, but shall not be less than $\frac{1}{2}$ in.

707.—*Lifting Ends.*—Provision shall be made for lifting the span at the ends.

708.—*Masonry Plates.*—Masonry plates shall be not less than 1 in. thick.

Section 8.—Viaducts.

801.—*Bents and Towers.*—Viaduct bents shall preferably be composed of two columns with a transverse batter of 1 to 6 for single-track and 1 to 8 for double-track structures, unless local conditions call for vertical columns. They shall usually be united in pairs to form towers, but where single bents occur the columns shall have hinged ends or shall be proportioned for bending from longitudinal forces.

802.—*Bracing.*—Transverse and longitudinal bracing shall be of shapes with riveted connections. Bottom struts shall be proportioned to resist stresses produced by temperature changes or shall be capable of moving the tower pedestals under the effects of temperature changes. Girders in tower spans shall be fastened at each end to the caps of the columns or to the transverse girder.

803.—*Bases.*—Column bases shall be arranged to slide on smooth surfaces where required.

804.—*Depth and Spacing of Girders.*—The depths of girders in viaducts shall preferably be uniform, and the girders shall generally be spaced uniformly throughout. In double-track structures the girders shall usually be spaced 6 ft. 6 in. for each track, with the outer girders resting on the column caps and the inner girders carried by transverse girders.

805.—*Sole and Masonry Plates.*—Sole and masonry plates shall be not less than $\frac{3}{4}$ in. thick.

806.—*Anchorage.*—Anchor-bolts for towers shall engage masonry weighing at least one and one-half times the uplift.

Section 9.—Materials.

A.—Structural Grade and Rivet Steel.

These specifications conform with the American Railway Engineering Association Standards of 1920 which, in turn, conform with those of the American Society for Testing Materials, Serial A7-16, except as to requirements for yield point, speed of testing machine, character of fracture, and surface defects. The paragraphs are herein titled and numbered to conform to the requirements of the general specifications of the Committee.

901.—*Process.*—Structural grade and rivet steel shall be made by the open-hearth process.

902.—*Properties.*—Test specimens of structural grade and rivet steel shall conform to the following requirements as to chemical and physical properties (except as modified in Articles 905 and 908):

	Structural steel.	Rivet steel.
Phosphorus, maximum		
Acid	0.06%	0.04%
Basic	0.04%	0.04%
Sulphur, maximum	0.05%	0.045%
Tensile strength, in pounds per square inch.	55 000-65 000	46 000-56 000
Yield point, in pounds per square inch, minimum	30 000	25 000
Elongation in 8 in., minimum percentage	$\frac{1\,500\,000}{\text{Tensile Strength}}$	$\frac{1\,500\,000}{\text{Tensile Strength}}$
Elongation in 2 in., " "	22	....

903.—Ladle Analyses.—An analysis of each melt of steel shall be made by the manufacturer to determine the percentages of carbon, manganese, phosphorus, and sulphur. This analysis shall be made from a test ingot taken during the pouring of the melt. The chemical composition thus derived shall be reported to the Engineer.

904.—Check Analyses.—Analyses may be made by the Engineer from finished material representing each melt. The phosphorus and sulphur content thus determined shall not exceed that specified in Article 902 by more than 25 per cent.

905.—Eye-Bar Material.—In order to meet the minimum tensile strength of full-size annealed eye-bars, the Contractor may determine the tensile strength to be obtained in specimen tests, the range not to exceed 14 000 lb. per sq. in. and the maximum not to exceed 74 000 lb. per sq. in. The material shall conform to the requirements as to physical properties other than that of tensile strength specified in Articles 902, 908, and 910. Full-size tests of annealed eye-bars shall show a yield point of not less than 29 000 lb. per sq. in., an ultimate strength of not less than 54 000 lb. per sq. in., and an elongation of not less than 10% in a length of 20 ft. measured in the body of the bar. The fracture shall show a silky or fine granular structure throughout.

906.—Yield Point.—The yield point shall be determined by the drop of the beam of the testing machine.

907.—Speed of Testing Machine.—The cross-head speed of the testing machine shall be such that the beam of the machine can be kept balanced, but in no case shall the values given in the following table be exceeded.

Gauge length of specimen, in inches.	MAXIMUM CROSS-HEAD SPEED (INCHES PER MINUTE) IN DETERMINING:	
	Yield point.	Tensile strength.
2	0.5	2.0
8	2.0	6.0

908.—Modification in Elongation.—For structural steel more than $\frac{3}{4}$ in. in thickness, a deduction of 1 from the percentage of elongation in 8 in. specified in Article 902 shall be made for each increase of $\frac{1}{8}$ in. in thickness above $\frac{3}{4}$ in. to a minimum of 18 per cent. For structural steel less than $\frac{5}{16}$ in. in thickness, a deduction of 2.5 from the percentage of elongation in 8 in. specified in Article 902 shall be made for each decrease of $\frac{1}{16}$ in. in thickness below $\frac{5}{16}$ in.

909.—Bend Tests.—The test specimens for plates, shapes, and bars (except as specified in Articles 910, 911, and 912), shall bend cold through 180° without cracking, as follows:

(*a*).—For material $\frac{3}{4}$ in. or less in thickness, flat on itself.

(*b*).—For material more than $\frac{3}{4}$ in. to and including $1\frac{1}{4}$ in. in thickness, around a pin the diameter of which is equal to the thickness of the specimen.

(*c*).—For material more than 1¼ in. in thickness, around a pin the diameter of which is equal to twice the thickness of the specimen.

910.—The test specimens for eye-bar flats shall bend cold through 180° without cracking, as follows:

(*a*).—For material ¾ in. or less in thickness, around a pin the diameter of which is equal to the thickness of the specimen.
(*b*).—For material more than ¾ in. to and including 1¼ in. in thickness, around a pin the diameter of which is equal to twice the thickness of the specimen.
(*c*).—For material more than 1¼ in. in thickness, around a pin the diameter of which is equal to three times the thickness of the specimen.

911.—The test specimens for pins, rollers, and other bars, when prepared as specified in Article 916, shall bend cold through 180° around a 1-in. pin without cracking.

912.—The test specimens for rivet steel shall bend cold 180° flat on themselves without cracking.

913.—*Test Specimens.*—Test specimens shall be prepared for testing from the material in its rolled or forged condition, except when it is specified to be annealed, in which case the specimens shall be prepared from the material as annealed for use, or from a short length of a full section similarly treated. Test specimens shall be taken longitudinally and, except as specified in Articles 914, 915, and 916, shall be of the full thickness or diameter of material as rolled.

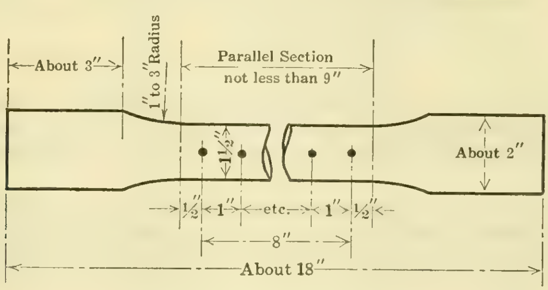


Fig. 4.

914.—Test specimens for plates, shapes, and flats may be machined to the form and dimensions shown in Fig. 4, or with both edges parallel; except that bend-test specimens for eye-bar flats may have three rolled sides. Tension-test specimens for plates and eye-bar flats over 1½ in. in thickness, and bend-test specimens for plates over 1½ in. in thickness, may be machined to a thickness or diameter of at least ¾ in. for a length of at least 9 in.

915.—Test specimens for bars over 1½ in. in thickness or diameter may be machined to a thickness or diameter of at least ¾ in. for a length of at least 9 in.; or tension-test specimens may conform to the dimensions shown in Fig. 5, in which case, the ends shall be of a form to fit the holders of the testing machine in such a way that the load shall be axial. Bend-test specimens may be 1 in. by ½ in. in section.

916.—Tension-test specimens for pins and rollers shall conform to the dimensions shown in Fig. 5. In this case, the ends shall be of a form to fit the holders of the testing machine in such a way that the load shall be axial. Bend-test specimens shall be 1 in. by ½ in. in section. The tension-test specimen

shown in Fig. 5 and the 1 in. by ½-in. bend-test specimen for pins and rollers shall be taken so that the axis is 1 in. from the surface; and for other bars over 1½ in. in thickness or diameter, midway between the center and surface.*

917.—Tension and bend-test specimens for rivet steel shall be of the full-size sections of the bars as rolled. If the bars have been cold-drawn, they shall be normalized before testing.

918.—Number of Tests.—One tension and one bend test shall be made from each melt, except that if material from one melt differs ⅜ in. or more in thickness, one tension and one bend test shall be made from both the thickest and the thinnest material rolled.

919.—If any test specimen shows defective machining or develops flaws, it may be discarded and another specimen substituted.

920.—If the percentage of elongation of any tension-test specimen is less than that specified in Article 902, and any part of the fracture is more than ¾ in. from the center of the gauge length of a 2-in. specimen, or is outside the middle-third of the gauge length of an 8-in. specimen, as indicated by scribe scratches marked on the specimen before testing, a re-test shall be allowed.

921.—Character of Fracture.—Test specimens of structural or rivet steel shall show a fracture of uniform, silky appearance, of bluish gray or dove color, and entirely free from granular, black and brilliant specks.

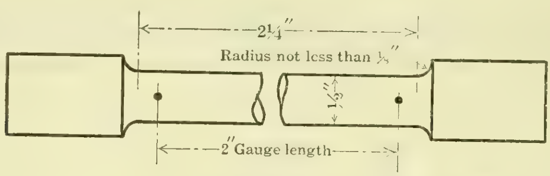


FIG. 5.

922.—Surface Defects.—Finished rolled material shall be free from cracks, flaws, injurious seams, blisters, ragged and imperfect edges, and other surface defects. It shall have a smooth finish, and shall be straightened in the mill before shipment.

923.—Permissible Variations in Weight and Thickness.—The cross-section or weight of each piece of steel shall not vary more than 2.5% from that specified, except in the case of sheared plates which shall be covered by the following permissible variations: One cubic inch of rolled steel is assumed to weigh 0.2833 lb.:

(*a*).—When ordered to weight per square foot, the weight of each lot in each shipment shall not vary from the weight ordered more than the amount given in Table 1. The term "lot", as applied to Table 1, means all the plates in each group width and group weight.

(*b*).—When ordered to thickness, the thickness of each plate shall not vary more than 0.01 in. under that ordered. The overweight of each lot in each shipment shall not exceed the amount given in Table 2. The term, "lot", as applied to Table 2, means all the plates of each group width and group thickness.

924.—Marking.—The name or brand of the manufacturer and the melt number shall be legibly stamped or rolled on all finished material, except that rivet and lacing-bars and other small sections, when loaded for shipment, shall be separated properly and marked for identification. The identification marks shall be stamped legibly on the end of each pin and roller. The melt number shall be marked legibly by stamping, if practicable, on each test specimen.

* The gauge length, parallel portions, and fillets shall be as shown in Fig. 5, but the ends may be of any form which will fit the holders of the testing machine.

TABLE 1.—PERMISSIBLE VARIATIONS OF PLATES ORDERED TO WEIGHT.*

Ordered weight, in pounds per square foot.	Permissible Variations in Average Weights per Square Foot of Plates for Widths Given, Expressed in Percentages of Ordered Weights:																	
	Under 48 in.		48 to 60 in., excl.		60 to 72 in., excl.		72 to 84 in., excl.		84 to 96 in., excl.		96 to 108 in., excl.		108 to 120 in., excl.		120 to 132 in., excl.		132 in., or over.	
	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under
Under 5	5	3	5.5	3	6	3	7	3	....	....	....	....	....	....	....	....	....	....
5 to 7.5, excl	4.5	3	5	3	5.5	3	6	3	....	....	....	....	....	....	....	....	....	....
7.5 " 10, "	4	3	4.5	3	5	3	5.5	3	6	3	7	3	8	3	....	....	....	....
10 " 12.5, "	3.5	2.5	4	3	4.5	3	5	3	5.5	3	6	3	7	3	8	3	9	3
12.5 " 15, "	3	2.5	3.5	2.5	4	3	4.5	3	5	3	5.5	3	6	3	7	3	8	3
15 " 17.5, "	2.5	2.5	3	2.5	3.5	2.5	4	3	4.5	3	5	3	5.5	3	6	3	7	3
17.5 " 20, "	2.5	2	2.5	2.5	3	2.5	3.5	2.5	4	3	4.5	3	5	3	5.5	3	6	3
20 " 25, "	2	2	2.5	2	2.5	2.5	3	2.5	3.5	2.5	4	3	4.5	3	5	3	5.5	3
25 " 30, "	2	2	2	2	2.5	2	2.5	2.5	3	2.5	3.5	3	4	3	4.5	3	5	3
30 " 40, "	2	2	2	2	2	2	2.5	2	2.5	2.5	3	2.5	3.5	3	4	3	4.5	3
40, or over	2	2	2	2	2	2	2	2	2.5	2	2.5	2.5	3	2.5	3.5	3	4	3

* The weight per square foot of individual plates shall not vary from the ordered weight by more than one and one-third times the amount given in Table 1.

TABLE 2.—PERMISSIBLE OVERWEIGHTS OF PLATES ORDERED TO THICKNESS.*

Ordered thickness, in inches.	Permissible Excess in Average Weights per Square Foot of Plates for Widths Given, Expressed in Percentages of Nominal Weights:								
	Under 48 in.	48 to 60 in., excl.	60 to 72 in., excl.	72 to 84 in., excl.	84 to 96 in., excl.	96 to 108 in., excl.	108 to 120 in., excl.	120 to 132 in., excl.	132 in. or over
Under $\frac{1}{8}$	9	10	12	14	....	....	....	....	....
$\frac{1}{8}$ to $\frac{3}{16}$ excl	8	9	10	12	....	....	....	....	....
$\frac{3}{16}$ " $\frac{1}{4}$ "	7	8	9	10	12	....	....	....	....
$\frac{1}{4}$ " $\frac{5}{16}$ "	6	7	8	9	10	12	14	16	19
$\frac{5}{16}$ " $\frac{3}{8}$ "	5	6	7	8	9	10	12	14	17
$\frac{3}{8}$ " $\frac{7}{16}$ "	4.5	5	6	7	8	9	10	12	15
$\frac{7}{16}$ " $\frac{1}{2}$ "	4	4.5	5	6	7	8	9	10	13
$\frac{1}{2}$ " $\frac{5}{8}$ "	3.5	4	4.5	5	6	7	8	9	11
$\frac{5}{8}$ " $\frac{3}{4}$ "	3	3.5	4	4.5	5	6	7	8	9
$\frac{3}{4}$ " 1 "	2.5	3	3.5	4	4.5	5	6	7	8
1, or over	2.5	2.5	3	3.5	4	4.5	5	6	7

* The weight of individual plates ordered to thickness shall not exceed the nominal weight by more than one and one-third times the amount given in Table 2.

B.—Cast Steel.

The specifications of the American Railway Engineering Association for cast steel as recommended in its *Proceedings*, Vol. 21 (1920), p. 518, agree fairly well with the specifications of the American Society for Testing Materials, A27-16, p. 220, of the Standards of 1918, so far as requirements for cast steel suitable for bridgework is concerned. The latter specifications cover several grades of castings, some of which are not suitable for bridges, while the specifications of the American Railway Engineering Association cover only bridge-work castings. The following specifications conform to the requirements of those of the American Railway Engineering Association.

927.—Process.—Cast steel shall be made by the open-hearth or the crucible process.

928.—Heat Treatment.—Castings shall be annealed.

929.—Properties.—Test specimens of cast steel shall conform to the following requirements as to chemical composition and tensile properties:

Elements considered.	Minimum tensile strength, in pounds per square inch.	Minimum yield point, in pounds per square inch.	Minimum elongation in 2 in.	Minimum reduction of area.
Phosphorus not more than 0.05%... Sulphur not more than 0.05%.......	60 000	30 000	22%	30%

930.—Ladle Analyses.—An analysis of each melt of steel shall be made by the manufacturer to determine the percentage of carbon manganese, phosphorus, and sulphur. This analysis shall be made from drillings taken at least ¼ in. beneath the surface of a test ingot obtained during the pouring of the melt. The chemical composition thus derived shall be reported to the Engineer.

931.—Check Analyses.—Check analyses may be made by the Engineer from a broken tension or bend-test specimen. The phosphorus and sulphur content thus derived shall not exceed that specified in Article 929 by more than 20 per cent. Drillings for analysis shall be taken not less than ¼ in. beneath the surface.

932.—Yield Point.—The yield point shall be determined by the drop of the beam of the testing machine.

933.—Speed of Testing Machine.—The cross-head speed of the testing machine shall be such that the beam of the machine can be kept in balance, but in no case shall the values given in the following table be exceeded.

Gauge length of specimen, in inches.	Maximum Cross-head Speed, in Inches per Minute, in Determining:	
	Yield point.	Tensile strength.
2	0.5	2.0
8	2.0	6.0

934.—Bend Test.—The test specimen shall bend cold through 120° around a 1-in. pin, without cracking.

935.—Test Specimens.—Sufficient test bars from which the test specimens required by Article 936 may be selected, shall be attached to castings weighing 500 lb., or more, when the design of the castings will permit. If the castings weigh less than 500 lb., or are of such design that test bars cannot be attached, two test bars shall be cast to represent each melt. Test bars shall be annealed with the castings they represent. Tension-test specimens shall conform to the dimensions shown in Fig. 5 of Structural Steel Specifications. Bend-test specimens shall be machined to 1 in. by ½ in. in section, with corners rounded to a radius of not more than $\frac{1}{16}$ in.

936.—Number of Tests.—One tension and one bend test shall be made from each annealing charge. If more than one melt is represented in the annealing charge, one tension and one bend test shall be made from each melt. If the percentage of elongation of any tension-test specimen is less than that specified in Article 929, and any part of the fracture is more than ¾ in. from the center of the gauge length, as indicated by scribe scratches marked on the specimen before testing, a re-test shall be allowed. If the results of the physical tests of any test lot do not conform to the requirements specified, the manufacturer may re-anneal such lot not more than twice, and re-tests shall be made as specified in Article 929.

937.—Workmanship and Finish.—The castings shall conform substantially to the drawings and shall be made in a workmanlike manner. The castings shall be free from injurious defects.

938.—Inspection at Foundry.—Tests and inspection shall be made at the place of manufacture before shipment, and shall be conducted so as not to interfere unnecessarily with the operation of the works.

939.—Rejection.—Castings which show injurious defects subsequent to their acceptance at the manufacturer's works will be rejected, and the manufacturer shall be notified.

C.—Cast Iron.

The specifications of the American Railway Engineering Association for cast iron, as recommended by its *Proceedings,* Vol. 21 (1920), page 519, are in accord with the specifications of the American Society for Testing Materials, Serial Number A48-18, page 406 of the Standards of 1918. The following specifications are in accord therewith.

940.—Excess.—Cast iron shall be of tough, gray iron, and shall be made by the cupola process.

941.—Workmanship and Finish.—Castings shall be true to pattern and free from excessive shrinkage. They shall be free from cracks, cold shuts, blowholes, and other flaws.

942.—Chemical Composition.—The sulphur content of cast iron shall not exceed the following:

Light castings....................	0.10 per cent.
Medium castings..................	0.10 per cent.
Heavy castings..................	0.12 per cent.

Drillings taken from the fractured ends of the transverse test bars shall be used for the sulphur determinations. One determination shall be made from each set of bars.

943.—Classification.—Castings shall be classified as light, medium and heavy:

(*a*).—Light castings are those having any section less than ½ in. thick.

(*b*).—Heavy castings are those having no section less than 2 in. thick.

(*c*).—Medium castings are those not included in either of the two classes above.

944.—Test Bar.—Tests shall be made on the "arbitration test bar" of the American Society for Testing Materials, as shown by Fig. 1, Serial A48-18.

945.—Tension Tests.—Tension tests shall be made only when specified by the Engineer and at the expense of the Purchaser.

946.—Number of Tests.—Two sets of two test bars each shall be cast from each melt in thoroughly dried, green sand moulds, one set from the first iron poured and the other set from the last iron poured. Where the melt exceeds 20 tons, an additional set of two bars shall be cast from each additional 20 tons, or fraction thereof.

947.—Transverse Tests.—A transverse test of each bar shall be made. The load shall be applied at the middle, and the supports shall be spaced 12 in. apart. The load on the test bar at rupture shall be not less than the following:

Light castings........................	2 500 lb.
Medium "	2 900 "
Heavy "	3 300 "

The deflection at rupture shall in no case be less than 0.10 in. The rate of application of the load shall be such that a central deflection of 0.10 is produced in from 20 to 40 sec.

948.—Inspection at Foundry.—Tests and inspection shall be made at the place of manufacture before shipment, and shall be conducted so as not to interfere unnecessarily with the operation of the works.

949.—Rejection.—Castings which show injurious defects subsequent to their acceptance at the manufacturer's works will be rejected, and the manufacturer shall be notified.

Section 10.—Workmanship.

1001.—General.—The workmanship and finish shall be equal to the best general practice in modern bridge shops.

1002.—Rolled material before being laid off or worked must be straight. If straightening or flattening is necessary, it shall be done by methods that will not injure the material. Sharp kinks or bends may be cause for rejection.

1003.—Class of Workmanship.—Two kinds of workmanship are covered by these specifications and the Engineer will determine which kind is required:

(*a*).—Full punched and riveted work: In this work the only reaming required is to make fair holes and to meet the requirements of Article 1004.

(*b*).—Sub-punched and reamed work or drilled work: In this work full punching is allowed only for minor parts.

1004.—Rivet Holes in Full Punched Work.—

(*a*).—Material not exceeding in thickness the nominal diameter of the rivet may be punched full size (except as modified in (*c*), provided it is part of a member composed of not more than five thicknesses and not exceeding $4\frac{1}{2}$ in. in total thickness.

(*b*).—If the limitations specified in (*a*) are exceeded, the material shall be drilled.

(*c*).—Holes for field connections, except those in lateral, longitudinal, and sway-bracing, shall be drilled or reamed in the shop with connecting parts assembled or, if permitted by the Engineer, drilled or reamed to metal templet. Holes in field connections of special bracing, such as skew portals, shall be drilled or reamed in the shop as indicated above.

1005.—Full Punching.—Holes punched and not reamed shall be $\frac{1}{16}$ in. larger than the nominal diameter of the rivets. The diameter of the die shall not exceed the diameter of the punch by more than $\frac{1}{16}$ in. The punching shall be done so accurately that, after assembling, the cold rivet may be entered in 75% of the holes without drifting. If any holes must be enlarged to admit the rivets, they shall be reamed. Holes must be clean cut, without torn or ragged edges.

1006.—Shearing in Full-Punched Work.—Material may be sheared to dimensions if the distance from the center of the rivet hole nearest the sheared edge is equal to or greater than one and three-quarter times the diameter of the rivet. If this distance is less than one and three-quarter times the diameter of the rivet, or if the material is more than $\frac{3}{4}$ in. thick and the sheared edges are in tension, the edges must be planed off $\frac{1}{4}$ in. Re-entrant cuts shall be filleted before cutting.

1007.—Sub-Punched and Reamed or Drilled Work.—In sub-punched work the diameter of the punch shall be $\frac{3}{16}$ in. less than the nominal diameter of the rivet, and the die must not be more than $\frac{3}{32}$ in. larger than the punch. Holes shall be reamed $\frac{1}{16}$ in. larger than the nominal diameter of the rivets. Where drilling is done after the pieces are assembled, the holes may be drilled full size. Holes in material $\frac{7}{8}$ in. thick and less used for lateral, longitudinal, and sway-bracing, lacing, stay-plates and diaphragms, may be punched full size. Holes in other material, $\frac{3}{4}$ in. thick and less, shall be sub-punched and reamed, and in material more than $\frac{3}{4}$ in. in thickness, shall be drilled.

1008.—Accuracy of Sub-Punching.—In sub-punched and reamed work, the punching shall be done so accurately that, after assembling and before reaming, a cylindrical pin, $\frac{1}{16}$ in. smaller in diameter than the nominal size of the punched hole, may be entered, perpendicular to the face of the member, without

drifting, in at least 65 of any group of 100 contiguous holes in the same plane, and so that a pin $\frac{1}{8}$ in. smaller in diameter than the nominal size of the punched hole may be entered similarly in at least 85 of such holes. If these requirements are not fulfilled, the badly punched pieces shall be rejected. If any hole will not pass a pin $\frac{3}{16}$ in. smaller in diameter than the nominal size of the punched hole, this may be cause for rejection.

1009.—Planing Edges in Reamed Work.—Sheared edges of material more than $\frac{5}{8}$ in. in thickness and carrying a calculated stress, shall be planed to a depth of $\frac{1}{4}$ in. Re-entrant cuts shall be filleted before cutting.

1010.—Match-Marking.—Connecting parts assembled in the shop for reaming or drilling field connection holes, shall be match-marked and a marking diagram shall be furnished the Engineer.

1011.—Rivets.—The size of rivets called for on the plans shall be the size before heating.

1012.—Rivet heads when not countersunk or flattened shall be of approved shape and uniform size for each diameter. The heads shall be full, neatly made, concentric with the rivet, and in full contact with the surface of the member.

1013.—Riveting.—Rivets shall be heated uniformly to a light cherry red and driven while hot in a manner to insure tightness. When ready for driving, they shall be free from slag or carbon deposits and, when driven, shall completely fill the holes. All loose, burned, or otherwise defective rivets shall be carefully removed so as not to injure the adjacent metal, and replaced with perfect rivets. If necessary, they shall be drilled out. Caulking and re-cupping will not be permitted. Rivets shall be driven, where practicable, by direct acting riveters which retain the pressure after upsetting is completed. When necessary to drive rivets with a pneumatic riveting hammer, a pneumatic bucker shall be used for holding up when practicable.

1014.—Field rivets shall be furnished in excess of the nominal number required to the amount of 15% plus 10 rivets for each size and length.

1015.—Turned Bolts.—Where turned bolts are used to transmit shear the holes shall be reamed parallel and the bolts shall make a tight fit with the threads entirely outside the holes. A washer not less than $\frac{1}{4}$ in. thick shall be used under each nut.

1016.—Web-Plates.—Web-plates of girders which have no cover-plates may be $\frac{1}{2}$ in. less in width than the distance back to back of flange angles. When web-plates are spliced, a clearance of not more than $\frac{3}{8}$ in. between ends of plates will be allowed.

1017.—Finishing Members.—All members shall be true to line, free from twists and bends, and of correct lengths. The field rivet holes shall match.

1018.—Screw Ends.—Screw threads shall make close fits in the ends and shall be U. S. Standard, except that for pin-ends of diameters greater than $1\frac{3}{8}$ in., they shall be made with 6 threads per inch.

1019.—Welds.—Welds will not be allowed, except for the purpose of remedying minor defects in steel castings.

1020.—Bearing Surfaces.—The top and the bottom surfaces of base and cap plates of columns and pedestals, except where they are in contact with masonry, shall be planed or hot-straightened, and the parts of members in contact with them shall be faced to fit. Sole plates and masonry plates for plate girders shall be planed or hot-straightened and the sole plates shall have full contact with the girder flanges. Cast pedestals shall be planed on the surfaces in contact with the steel and shall have surfaces resting on masonry rough finished.

1021.—Fit of Stiffeners.—Stiffeners under the top flanges of deck girders and at all bearing points shall be milled or ground to bear against flange

angles. Other stiffeners must fit sufficiently tight against flange angles to exclude water after painting. Fillers and splice-plates shall fit within $\frac{1}{4}$ in. at each end.

1022.—Facing Ends.—Floor-beams, stringers, and girders having end-connection angles shall be faced to exact length after the connection angles are riveted. The thickness of the angles shall not be reduced more than $\frac{1}{8}$ in. at any point.

1023.—Abutting Joints.—Abutting joints in compression members and girder flanges and where specified in tension members of trusses shall be faced and brought to an even bearing. Where joints are not faced, the openings shall not exceed $\frac{1}{4}$ in.

1024.—Eye-Bars.—Eye-bars shall be straight, true to size, and free from twists, folds in the neck or head, and other defects. The heads shall be made by upsetting, rolling, or forging. Welding will not be allowed. The form of the heads will be determined by the dies in use at the works where the eye-bars are made, if satisfactory to the Engineer, but the manufacturer shall guarantee the bars to break in the body under the requirements of the full-size tests. The thickness of the head and neck shall not over-run more than $\frac{1}{16}$ in. for bars 8 in. or less in width, $\frac{1}{8}$ in. for bars more than 8 in. and not more than 12 in. in width, and $\frac{3}{16}$ in. for bars more than 12 in. in width.

1025.—Eye-bars of the same length and size of pin-hole shall be bored so accurately that on being placed together the pins shall pass through the holes at both ends at the same time without driving. Pin-holes at both ends shall be bored at the same time.

1026.—Annealing.—

(*a*).—Eye-bars shall be annealed by heating uniformly to the proper temperature followed by slow and uniform cooling. Proper instruments shall be provided for determining at all times the temperature of the bars.

(*b*).—Steel castings and all steel members which have been partly heated, except crimped stiffeners and minor parts, shall be properly annealed.

1027.—Pin Clearances.—For pins 5 in. or less in diameter, pin-holes shall be the diameter of the pin plus $\frac{1}{50}$ in. For pins more than 5 in. in diameter, the pin-holes shall be the diameter of the pin plus $\frac{1}{32}$ in.

1028.—Boring Pin-Holes.—Pin-holes shall be bored true to gauge, smooth, straight, parallel, and at right angles with the axis of the member, unless otherwise required. The variation from the specified distance from outside to outside of pin-holes in tension members, and from inside to inside of pin-holes in compression members, shall not exceed $\frac{1}{32}$ in. In built-up members, the boring shall be done after the member is riveted.

1029.—Boring Pins.—Pins 9 in. or more in diameter shall have a hole not less than 2 in. in diameter, bored longitudinally through the center.

1030.—Pins and Rollers.—Pins and rollers shall be accurately turned to gauge and shall be straight, smooth, and free from flaws.

1031.—Forging Pins.—Pins more than 7 in. in diameter shall be forged and annealed.

1032.—Pilot Nuts.—Two pilot nuts and two driving nuts shall be furnished for each size of pin, unless otherwise specified.

Section 11.—Weighing and Shipping.

1101.—Weight Paid For.—Payment on pound-price contract shall be based on scale weight of material in the fabricated structure, including field rivets.

1102.—Variation of Weight.—

(*a*).—If the weight of any member is more than $2\frac{1}{2}\%$ less than the computed weight, it may be cause for rejection.

(*b*).—The greatest allowable variation of the total scale weight of any structure from the weights computed from the approved shop drawings shall be $1\frac{1}{2}$ per cent. Any weight in excess of $1\frac{1}{2}\%$ above the computed weight shall not be paid for.

1103.—Computed Weight.—

(*a*).—The weight of steel shall be assumed at 0.2833 lb. per cu. in.; that of cast iron at 0.26 lb. per cu. in.

(*b*).—The weight of rolled shapes and of plates, up to and including 36 in. in width, shall be computed on the basis of their nominal weights and dimensions, as shown on the approved shop drawings, deducting for copes, cuts, and open holes.

(*c*).—The weights of plates more than 36 in. in width shall be computed on the basis of their dimensions as shown on the approved shop drawings. To this weight shall be added one-half the percentage for variation given in Article 923, Section 9, Material Specifications.

(*d*).—The weights of castings shall be computed from the dimensions shown on approved shop drawings, with an addition of 10% for fillets and over-run.

1104.—Weighing of Members.—Finished work shall be weighed in the presence of the Inspector, if practicable. The Contractor shall furnish satisfactory scales and do the handling of the material for weighing.

1105.—Marking and Shipping.—

(*a*).—Members weighing more than 5 tons shall have the weight marked thereon. Bolts and rivets of one length and diameter, also loose nuts or washers of each size, shall be packed separately. Pins, small parts, small packages of bolts, rivets, washers, and nuts, shall be shipped in boxes, crates, kegs, or barrels, the gross weight of any one of which shall not exceed 300 lb. A list and description of the contents shall be plainly marked on each package, box, or crate.

(*b*).—Long girders shall be loaded and marked so that they may arrive at the bridge site in position for erection without turning.

(*c*).—Anchor-bolts, washers, and other anchorage or grillage materials, shall be shipped to suit the requirements of the masonry construction.

Section 12.—Shop Painting.

1201.—Shop Cleaning and Painting.—Unless otherwise specified, steelwork, after it has been accepted by the Inspector and before it has left the shop, shall be thoroughly cleaned and given one coat of approved paint, applied in a workmanlike manner and well worked into the joints and open spaces. Cleaning shall be done with steel brushes, hammers, scrapers, and chisels, or by other equally effective means. Oil, paraffin, and grease shall be removed by wiping with benzine or gasoline. Loose dirt shall be brushed off with a dry bristle brush before the paint is applied.

1202.—Surfaces in Contact.—Surfaces coming in contact shall be cleaned and given one coat of linseed oil on each surface before assembling.

1203.—Erection Marks.—Erection marks shall be painted on painted surfaces.

1204.—Painting in Damp or Freezing Weather.—Painting shall not be done in damp or freezing weather, except under cover, and the steel must be free from moisture or frost when the paint is applied. Material painted under cover in damp or freezing weather shall be kept under cover until the paint is dry.

1205.—Mixing of Paint.—Paint shall be thoroughly mixed before applying, and the pigments shall be kept in suspension.

1206.—Machine-Finished Surfaces.—Machine-finished surfaces of steel (except abutting joints and base-plates), shall be coated with white lead and tallow, applied hot, as soon as the surfaces are finished and accepted by the Inspector.

Section 13.—Mill and Shop Inspection.

1301.—Facilities for Inspection.—The Contractor shall allow the Inspector full access to necessary parts of the premises and shall furnish all facilities for inspection of material and workmanship in the mill and shop.

1302.—Mill Orders and Shipping Statements.—The Contractor shall furnish the Engineer with as many copies of mill orders and shipping statements as the Engineer may direct. The shipping statements shall show weights of individual members.

1303.—Notice to Engineer.—The Contractor shall give ample notice to the Engineer of the beginning of rolling and of the shop work, so that inspection may be provided. No material shall be rolled or work done before the Engineer has been notified where the orders have been placed.

1304.—Cost of Testing.—The Contractor shall furnish, without charge, test specimens, as specified herein, and all labor, testing machines, and tools necessary to make the specimen and full-size tests.

1305.—Inspector's Authority.—The Inspector shall have the power to reject materials and workmanship which do not come up to the requirements of these specifications; but, in case of dispute, the Contractor may appeal to the Engineer, whose decision shall be final.

1306.—Rejections.—

(*a*).—The acceptance of any material or finished members by the Inspector shall not be a bar to their subsequent rejection, if found defective.

(*b*).—Rejected material and workmanship shall be replaced promptly or made good by the Contractor.

Section 14.—Full-Size Tests.

1401.—Eye-Bar Tests.—

(*a*).—The number and size of the bars to be tested shall be stipulated by the Engineer before the mill order is placed. The number shall not exceed 5% of the whole number of bars ordered, with a minimum of two bars on small orders.

(*b*).—The test bars shall be of the same section as the bars to be used in the structure and of the same length, if within the capacity of the testing machine. They shall be selected by the Inspector from the finished bars preferably after annealing. Test bars representing bars too long for the testing machine shall be selected from the full-length bar material after the heads on one end have been formed and shall have the second head formed on them after being cut to the greatest length which can be tested.

(*c*).—Full-size tests of eye-bars shall show a yield point of not less than 30 000 lb. per sq. in., an ultimate strength of not less than 55 000 lb. per sq. in., and an elongation of not less than 10% in a length of 20 ft. measured in the body of the bar. The fracture shall show a silky or fine granular structure throughout.

(*d*).—If a bar fails to meet the requirements of Article 1401 (*c*), two additional bars of the same size and from the same mill heat shall be tested. If the failure of the first test bar is on account of the character of the fracture only, the bars represented by the test may be re-annealed before the additional bars are tested.

(*e*).—If two of the three bars tested fail, the bars of that size and mill heat shall be rejected.

(*f*).—A record of the annealing charges shall be furnished the Engineer showing the bars included in each charge and the treatment they receive.

(*g*).—Bars thus tested which meet the requirements of the specifications shall be paid for by the Purchaser at the same unit price as for the structure. Bars which fail to meet the requirements of the specifications, and all bars rejected as a result of tests, shall be at the Contractor's expense.

The Special Committee on Specifications for Bridge Design and Construction,

H. B. SEAMAN, *Chairman,*
H. C. BAIRD, *Secretary,*
C. W. HUDSON,
M. S. KETCHUM,
B. R. LEFFLER,
A. F. ROBINSON,
F. E. TURNEAURE,
J. R. WORCESTER.

NOVEMBER 16TH, 1921.

DISCUSSION

HENRY B. SEAMAN,* M. AM. SOC. C. E. (by letter).†—The Tentative Specifications for the Design and Construction of Steel Railroad Bridges which are offered for "full, exhaustive, and constructive discussion", "from all sources having experience and judgment on the subject", are the result of careful study by the Committee. They are presented in concise form in order that the discussion may be systematic and constructive; and in refraining, in the report, from expressing the many divergent views held by the members of the Committee, it was believed that the results thus far attained would be free from uncertainty and harmful ambiguity. It was deemed preferable that each member of the Committee should offer individual discussion, rather than present a minority report on a specification which is purely tentative. Yet, it is thought that the membership of the Society, and others, should be informed of the different aspects of the subject, which were presented before the Committee, in order that those who desire to contribute to the specification may join fully in its progress.

Suggestions on the general form of the specification undoubtedly will be received, either as regards the arrangement of clauses or the subject-matter; and also whether such a specification from the Society should enter into the same exhaustive detail followed by other organizations, or should confine itself to general principles, and thus permit preference to the individual engineer in minor details.

Several of the larger matters of general importance, having great influence in the design, such as engine loading, impact, and column formula, have received prolonged consideration by the Committee, and it seems proper that these subjects should be presented more fully than is shown in the mere outline of the Tentative Specification.

Engine Loading.—The subject of engine loading was considered from various standpoints. It was recognized that engine concentrations had increased far beyond the loads for which this distribution was intended originally, and that although this typical engine had simplified the calculations for design, a still further simplification was desirable, if practicable. To this end was suggested a uniform load with single concentration, and other methods, but when all things were considered, particularly the established tables and diagrams now in use, it was evident that there were no advantages over the present general practice. Furthermore, a study of the chart of engine moments and shears, as already considered by the American Railway Engineering Association,‡ showed that the typical engine distribution, even with the increased loading, gave satisfactory results as compared with the group of engines in actual service on several railroads. Whether it may yet be possible to devise a new system of loading which will conform even more closely to the engines in actual use, may be a subject for broad discussion. However, with this heavy loading, and the further provision in the specifications for overload,

* New York City.

† Received by the Secretary, November 10th, 1921.

‡ *Proceedings*, Am. Ry. Eng. Assoc., Vol. 21, p. 571.

it may be questioned whether it is still necessary to add the double concentration of passenger engines. This is particularly true if proper provision is made beyond 100%, for impact on spans of less than 30 ft.

Impact Formula.—The first impact formula which came to the writer's attention was presented by the late C. C. Schneider, Past-President, Am. Soc. C. E., in his specification of 1887, in which $I = 0.7 + \frac{5}{L}$. This formula was introduced to simplify the design of bridges, as compared with the application of the Launhardt formula which at that time was coming into general use. Eight years later (1895), the Schneider formula was replaced by that in which $I = \frac{300}{L + 300}$, sometimes known as the "Pencoyd formula," which was introduced into the bridge specifications of the American Railway Engineering and Maintenance of Way Association of 1905, 1906, and 1910.

The subject of impact has received more consideration and prolonged discussion by the Committee than any other item of the specification. The results of the tests* made by J. E. Greiner, M. Am. Soc. C. E., on the Baltimore and Ohio Railroad Bridges, of those† made by F. E. Turneaure, M. Am. Soc. C. E., and of those‡ made more recently in England by Maj. A. Mount, R. E., were before the Committee.

The tests of the American Railway Engineering and Maintenance of Way Association, unfortunately, did not include spans less than 35 ft. in length, but the results given by Maj. Mount, shown in Fig. 6, largely supply the deficiency, although the English engine, with its inside connections, may not be directly comparable with the American engine which has its connections outside the driving wheels and, possibly, gives greater impact from unbalanced forces. In spite of this favorable consideration of the English engine, it is noticed that in Maj. Mount's results a rail bearer, composed of two halves fastened together, of 7 ft. 6 in. loaded length, gave an impact of 159% on one-half and 90% on the other half, making an average of 125%; also a loaded length of 9 ft. 8 in. gave an extreme impact of 143%, with an average of 92 per cent. Such results are rather startling to those who have made no provision beyond 100% in very short spans, but they are what should have been expected from the hammer blow of unbalanced drivers on short, rigid beams. It approaches the hypothetical condition of the "irresistible force" meeting the "immovable body". Such short spans are rarely used and involve little extra expense, but proper provision should be made for the condition. The tendency toward a sharp increase of impact in very short spans is recognized to some extent by every impact formula that has been proposed, except the one recently adopted by the American Railway Engineering Association, in its 1920 specifications, namely, $I = \frac{300}{300 + \frac{L^2}{100}}$, which gives practically the same impact for all spans under 25 ft. The Committee recognized the advisa-

* *Proceedings,* Am. Ry. Eng. and M. of W. Assoc., Vol. 6 (1905).

† *Proceedings,* Am. Ry. Eng. and M. of W. Assoc., Vol. 12, Pt. 3 (1911).

‡ *Engineering News-Record,* October 20th, 1921.

bility of providing for greater increase of impact on short spans—125% was incidentally mentioned for 0 span, and 100% for spans of 30 ft.—but the new impact formula of the American Railway Engineering Association was introduced into the Tentative Specification which is proposed for discussion.

The tests show that impact for long spans—700 ft., or more—may be considered to be practically negligible. Furthermore, it is desirable to adopt a formula which will be applicable to spans of all lengths. There is no reason why the change from minimum impact to maximum impact should not be gradual and continuous, conditions do not reverse for short spans; but it must be remembered that the whole subject is empirical, and any formula adopted now may be modified by future experiments.

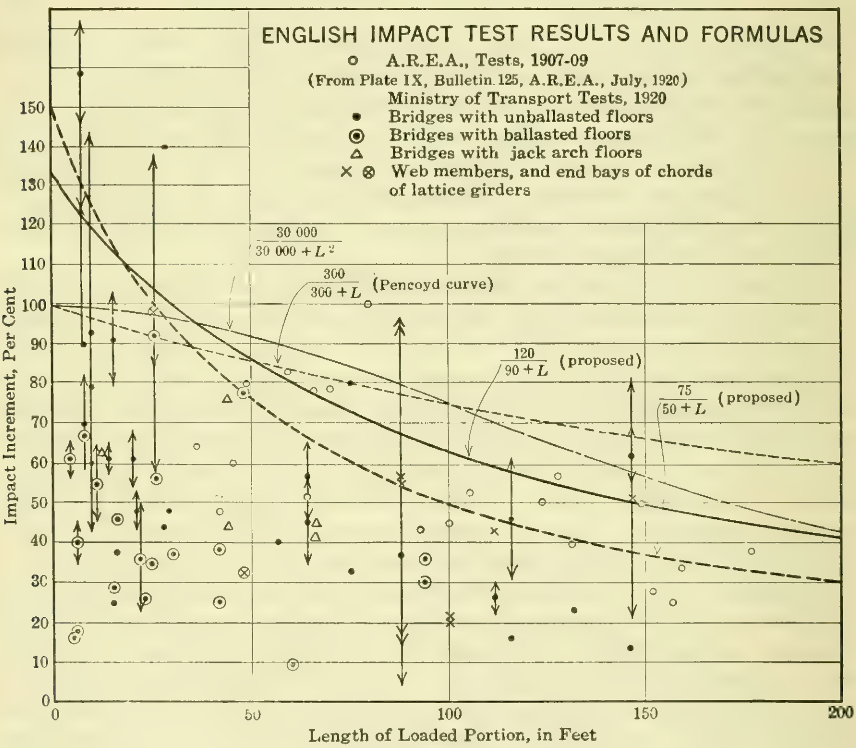


Fig. 6.

About 1905 it was the custom to use special specifications for each bridge designed, conforming to the particular conditions of span and loading. There were three or four different specifications for short spans, and another entirely different specification for long spans. There seemed to be no sharp line of demarcation between short and long spans, although it was generally assumed to be about 300 ft., at which the dead load approached or exceeded the live load. A single standard specification which would be applicable to spans of all lengths seemed to be eminently desirable. The fundamental difference in the design of short and long-span bridges was the relative action of the live

load, and this should be stated in a "formula for equivalent static stress", as it was then expressed. With the use of such a formula all live load stresses might be reduced to equivalent static stresses and the allowable unit stresses modified accordingly.

At that time the impact tests of the American Railway Engineering and Maintenance of Way Association had not been made, and the only guide for such a formula were the tests made by Mr. Greiner, previously mentioned, and the weights of bridges which had been built. The fact that impact on long spans would be negligible was already evident from the long spans erected in New York City, and has since been indicated by the tests; while for very short spans, impact of 100%, or more, seemed to be advisable. The formula, $I = \frac{300}{L + 300}$, already in use, was not applicable to very long spans, and the formula of the quarter ellipse, $I = 125 - \frac{1}{8}\sqrt{2\,000\,L - L^2}$, was finally adopted. This formula was presented before the Society in 1912.*

The tests of the American Railway Engineering and Maintenance of Way Association, as published in its *Proceedings* for 1911, constituted a striking confirmation of this formula, as shown by Plate X† of the discussion of the writer's paper by S. W. Bowen, Assoc. M. Am. Soc. C. E. A more detailed examination of several of the tests, however, indicates further confirmation than was noticed in the discussion. Referring to the 1911 Report it will be noticed (Plate III–*bs*) that the 37 ft. 0-in. span indicates a maximum impact of 125%, which was so abnormally high that the result was considered to be unreliable. The next result in this set of tests is 92%, which is close to the elliptical curve. Again (Plate III-*bk*), for the 59 ft. 2-in. span, the maximum impact is 133%, which is also abnormal, and the next test of that set gives 82%, which also falls near the ellipse.

In Table 6–o the north girder of the 80-ft. span shows an impact of 122%, and the south girder shows 74%; the former again seems to be abnormal, while the latter comes near the elliptical curve. These three tests which were not plotted in the original diagram, are shown by circles (o) (Figs. 7 and 8). This curve runs from 0% for 1 000-ft. spans to 125% for 0 span, and provides for impact somewhat greater than 100% for spans less than 20 ft. It is the oldest impact formula which is applicable to spans of all lengths and deserves consideration unless something better is offered.

The impact formula offered by Maj. Mount, namely, $I = \frac{120}{90 + L}$, gives very satisfactory results for short spans, and for spans less than 30 ft., makes proper provision of more than 100% impact; but it seems to be too high for very long spans. It is interesting to note on Fig. 8, how the modified elliptical curve, $I = 135 - \frac{1}{6}\sqrt{1\,620\,L - L^2}$, conforms with the impact tests.

In selecting an impact formula, it should be remembered that a stress of 24 000 lb. per sq. in. is provided in cases of overload, and any formula which

* *Transactions*, Am. Soc. C. E., Vol. LXXV (1912), p. 340.

† *Transactions*, Am. Soc. C. E., Vol. LXXV (1912), p. 355.

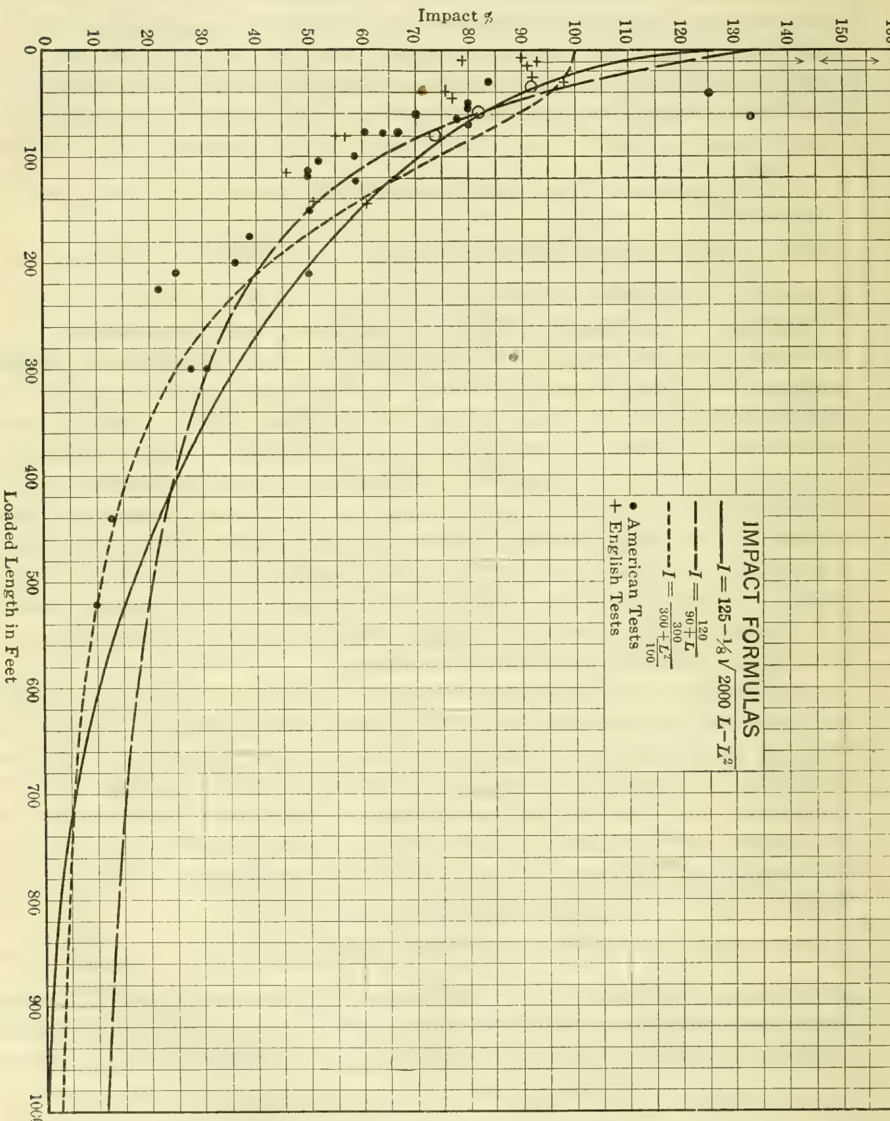
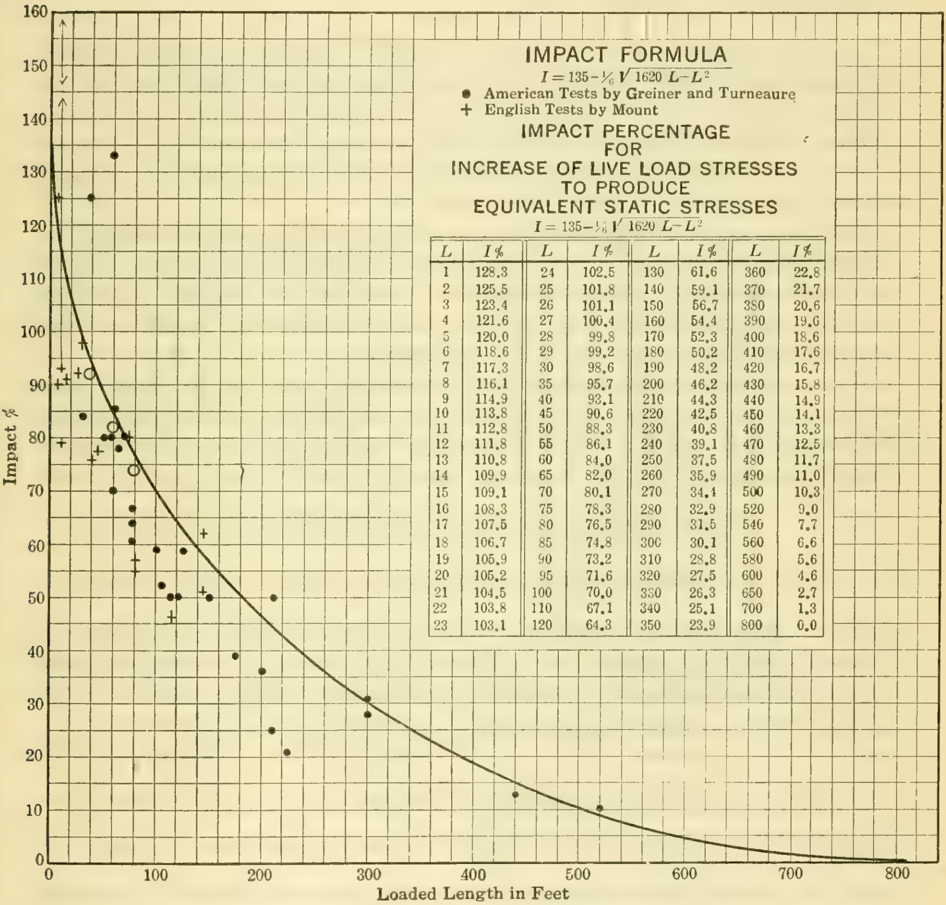

Impact %
Loaded Length in Feet
IMPACT FORMULAS
$I = 125 - \frac{1}{8}\sqrt{2000\,L - L^2}$
$I = \frac{120}{90 + L}$
$I = \frac{300}{300 + \frac{L^2}{100}}$
• American Tests
+ English Tests

FIG. 7.

may be adopted, therefore, should cover extreme conditions. To be able to maintain a bridge intelligently is quite as important as to construct one; in fact, engineers should always bear in mind the contingency of maintenance in bridge design.

Column Formula.—In the early days of iron bridges the practice was to proportion columns by one of three formulas, depending on the assumed condition of the column ends, whether fixed at both ends, fixed at one end



L	I%	L	I%	L	I%	L	I%
1	128.3	24	102.5	130	61.6	360	22.8
2	125.5	25	101.8	140	59.1	370	21.7
3	123.4	26	101.1	150	56.7	380	20.6
4	121.6	27	100.4	160	54.4	390	19.6
5	120.0	28	99.8	170	52.3	400	18.6
6	118.6	29	99.2	180	50.2	410	17.6
7	117.3	30	98.6	190	48.2	420	16.7
8	116.1	35	95.7	200	46.2	430	15.8
9	114.9	40	93.1	210	44.3	440	14.9
10	113.8	45	90.6	220	42.5	450	14.1
11	112.8	50	88.3	230	40.8	460	13.3
12	111.8	55	86.1	240	39.1	470	12.5
13	110.8	60	84.0	250	37.5	480	11.7
14	109.9	65	82.0	260	35.9	490	11.0
15	109.1	70	80.1	270	34.4	500	10.3
16	108.3	75	78.3	280	32.9	520	9.0
17	107.5	80	76.5	290	31.5	540	7.7
18	106.7	85	74.8	300	30.1	560	6.6
19	105.9	90	73.2	310	28.8	580	5.6
20	105.2	95	71.6	320	27.5	600	4.6
21	104.5	100	70.0	330	26.3	650	2.7
22	103.8	110	67.1	340	25.1	700	1.3
23	103.1	120	64.3	350	23.9	800	0.0

FIG. 8.

and round at the other, or round at both ends. Later, it was considered advisable to use only one formula, that for both ends round, since the end condition of columns in a structure are uncertain, and the column may be subjected to many unforeseen conditions. For columns with round ends the formula then used was of the Rankine-Gordon type, which was considered to be so approximate, and yet so safe, that a straight-line formula might give equally satisfactory results within the limits of column length usually found in

bridge design. It was a new thought, a change from the monotonous routine of years, and a recognition that engineers need not be confined to exact proportioning where unknown conditions were so prevalent. Tabulated values of r for various sections simplified its application, and the greater conveniences of the older formula—of the Rankine-Gordon type—were soon forgotten. The straight-line formula, introduced into the specifications of the American Railway Engineering and Maintenance of Way Association, of 1905, 1906, and 1910, was $p = 16\,000 \text{ lb.} - 70 \frac{l}{r}$.

A great number of tests of full-sized columns have been made since 1880, and these tests showed the surprising result that pin-end columns do not act as round ends, but rather as flat ends—that the bearing on the pin is apparently sufficient to fix the direction as though the column ends were flat. The tests on steel tubes also indicated that the square-end columns and the fixed-end columns gave practically the same results.

The most systematic and complete tests that have been made, except for extreme lengths, are those of the United States Bureau of Standards, for the Special Committee on Steel Columns and Struts of the Society. Flat ends were used in all cases, and in order to produce equivalent round-end tests it is necessary to plot the results to half length.

The preference for the straight-line formula was based on its simple form, but the Special Committee on Steel Columns and Struts went one step farther and almost abolished the column formula altogether. It proposed a uniform allowable stress of 12 000 lb. per sq. in. for all columns, irrespective of length, up to $\frac{l}{r} = 80$, and beyond that length the allowable stress was reduced by $100 \frac{l}{r}$, and no column was used longer than $\frac{l}{r} = 120$. Could anything be simpler? This simple formula was never actually adopted, but its influence is shown in the new straight-line formula of the American Railway Engineering Association specifications of 1920, which allows a uniform stress of 12 500 lb. per sq. in. on all columns, irrespective of length, up to $\frac{l}{r} = 50$, and beyond that length reduces the allowable stress by $50 \frac{l}{r}$. This formula is as simple as that proposed by the Special Committee on Steel Columns and Struts, except that only one-half the value of $\frac{l}{r}$ as proposed by the Committee, is deducted for long columns. Both these formulas neglect the well established rule that the maximum allowable column stress should be placed at $\frac{l}{r} = 40$, which corresponds to $\frac{l}{d} = 12$ for solid rectangular sections. The upper limit of 12 500 lb., as compared with the basis of 16 000 lb. for tension, seems, however, a useless waste of material, and its application may involve needless expense to railroads. It will condemn many existing bridges which have been well designed under the previously accepted column formulas.

It is unscientific, and particularly objectionable in long spans where all useless dead weight should be eliminated. The confidence in a straight-line formula appears to be wavering. The Canadian Engineering Standards Association has abandoned it altogether and adopted the "parabolic formula", $I = 12\,500 - \frac{1}{4}\frac{l^2}{r^2}$, which, although it is as purely empirical as the straight-line formula, may be used in maintenance for bridge rating. Is it not an opportune time for engineers to return to a reconsideration of the entire subject? Each individual may formulate his own practice, but a specification should be based on scientific principles.

The Euler formula for stress due to flexure in long columns has remained unquestioned for 160 years, the only criticism being that it does not provide for the direct stress to which all columns are subjected. We cannot do better than accept this as a basis for a formula for combined stresses.

The substance of the following clause is found in every bridge specification:

"Members subject to both direct and bending stresses shall be proportioned so that the combined fiber stress shall not exceed the allowable stress specified."

Long columns, at the instant of rupture, are subjected to both direct and bending stresses. The direct stress is proportional to the applied load, P. The bending stress, according to the Euler formula, is inversely proportional to $\frac{l^2}{r^2}$; thus according to Euler:

$$P = A\,\pi^2\,E\left(\frac{r}{l}\right)^2 = a\left(\frac{r}{l}\right)^2 = \frac{a}{\frac{l^2}{r^2}} = \frac{1}{\frac{l^2}{a\,r^2}}$$

The formula for the combined stresses may then be written:

$$Y = P + P\left(\frac{l^2}{a\,r^2}\right) = P\left(1 + \frac{l^2}{a\,r^2}\right) \qquad (1)$$

from which may be found the theoretical fiber stress in the column for any given load, P. This is of great importance in rating the strength of old bridges in service, and is invaluable to the maintaining engineer.

From Equation (1) the modified Euler column formula is derived, which includes provision for direct stress:

$$P = \frac{Y}{1 + \frac{l^2}{a\,r^2}} \qquad (2)$$

where P is the applied load, Y is the yield point of the material at the outer fiber, and a is a constant to be found by experiment.

In long columns the yield point of the material is the ultimate strength of the column since, at the instant of yielding, the flexure increases rapidly and the resulting increase of the bending moment in the column will cause complete failure if the testing machine will follow with full load as rapidly as the column collapses.

This formula has been in use since the early days of iron bridge design. It is applicable to columns of all lengths and may be used in maintenance as well as in construction.

For convenience in plotting the allowable stresses on columns by Equation (2), Table 3 may be used.

TABLE 3.—WORKING STRESSES FOR COLUMNS.

$$p = \frac{16.0\ k}{1 + \dfrac{l^2}{13\ 500\ r^2}}$$

$\frac{l}{r}$	p	$\frac{l}{r}$	p	$\frac{l}{r}$	p	$\frac{l}{r}$	p	$\frac{l}{r}$	p
40	14.30 k	68	11.92 k	96	9.51 k	124	7.48 k	185	4.53 k
42	14.15 "	70	11.74 "	98	9.35 "	126	7.35 "	190	4.35 "
44	13.99 "	72	11.56 "	100	9.19 "	128	7.23 "	195	4.19 "
46	13.83 "	74	11.38 "	102	9.04 "	130	7.11 "	200	4.04 "
48	13.67 "	76	11.21 "	104	8.88 "	135	6.81 "	205	3.89 "
50	13.50 "	78	11.03 "	106	8.73 "	140	6.52 "	210	3.75 "
52	13.33 "	80	10.86 "	108	8.58 "	145	6.25 "	215	3.62 "
54	13.16 "	82	10.68 "	110	8.43 "	150	6.00 "	220	3.49 "
56	12.98 "	84	10.51 "	112	8.29 "	155	5.76 "	225	3.37 "
58	12.81 "	86	10.34 "	114	8.15 "	160	5.52 "	230	3.25 "
60	12.63 "	88	10.17 "	116	8.01 "	165	5.30 "	235	3.14 "
62	12.45 "	90	10.00 "	118	7.87 "	170	5.09 "	240	3.04 "
64	12.27 "	92	9.83 "	120	7.74 "	175	4.89 "	245	2.94 "
66	12.10 "	94	9.67 "	122	7.61 "	180	4.71 "	250	2.84 "

NOTE.—1 k. = 1 000 lb.

The design and construction of steel bridges is still in a transition stage. The loading has been increased until it would seem that the limit had been reached, but improvements in the material are still to be expected. Steel 50% stronger than the structural steel usually specified is already in use, and there is a possibility, even a probability, that a still stronger steel may soon be offered. When this comes the formula previously mentioned will remain unchanged, except that the numerator will be increased in proportion to the increased yield point of the new material.

The results of full-sized column tests made by the Bureau of Standards for the Special Committee on Steel Columns and Struts are plotted on Fig. 9, on which also is shown the comparative value of the old and the new straight-line formulas of the American Railway Engineering Association and of the modified Euler formula with relation to those tests. The coefficient, *a*, of the last named formula has been placed at 13 500.

The accuracy and value of the modified Euler formula need no explanation. It is the Rankine-Gordon formula of long service. Of the two American Railway Engineering Association formulas, the old one, $p = 16\ 000\ \text{lb.} - 70\,\frac{l}{r}$, is parallel in direction to the averages of the tests, and with a slight increase of the factor of safety would practically conform to those tests; while the new formula of 1920, $I = 12\ 500 - 50\,\frac{l}{r}$, allows greater stresses for the longer columns. Neither of these straight-line formulas can be used definitely to obtain the fiber stress to which a long column may be subjected in service. The only objection to the modified Euler formula seems to be that, for convenient use, it requires a table of values.

In Table 4 is given values of the coefficient $\left(1 + \frac{l^2}{13\,500\,r^2}\right)$, Equation (1) for values of $\frac{l}{r}$ from 40 to 250.

TABLE 4.

$\frac{l}{r}$	Coefficient.	$\frac{l}{r}$	Coefficient.	$\frac{l}{r}$	Coefficient.	$\frac{l}{r}$	Coefficient.	$\frac{l}{r}$	Coefficient.
40	1.118	68	1.343	96	1.683	124	2.139	185	3.535
42	1.131	70	1.363	98	1.711	126	2.176	190	3.674
44	1.143	72	1.384	100	1.741	128	2.214	195	3.817
46	1.157	74	1.406	102	1.771	130	2.252	200	3.963
48	1.171	76	1.428	104	1.801	135	2.350	205	4.113
50	1.185	78	1.451	106	1.832	140	2.452	210	4.267
52	1.200	80	1.474	108	1.864	145	2.558	215	4.424
54	1.216	82	1.498	110	1.896	150	2.667	220	4.585
56	1.232	84	1.523	112	1.929	155	2.780	225	4.750
58	1.249	86	1.548	114	1.963	160	2.896	230	4.919
60	1.267	88	1.574	116	1.997	165	3.017	235	5.091
62	1.285	90	1.600	118	2.032	170	3.141	240	5.267
64	1.303	92	1.627	120	2.067	175	3.269	245	5.446
66	1.323	94	1.655	122	2.103	180	3.400	250	5.630

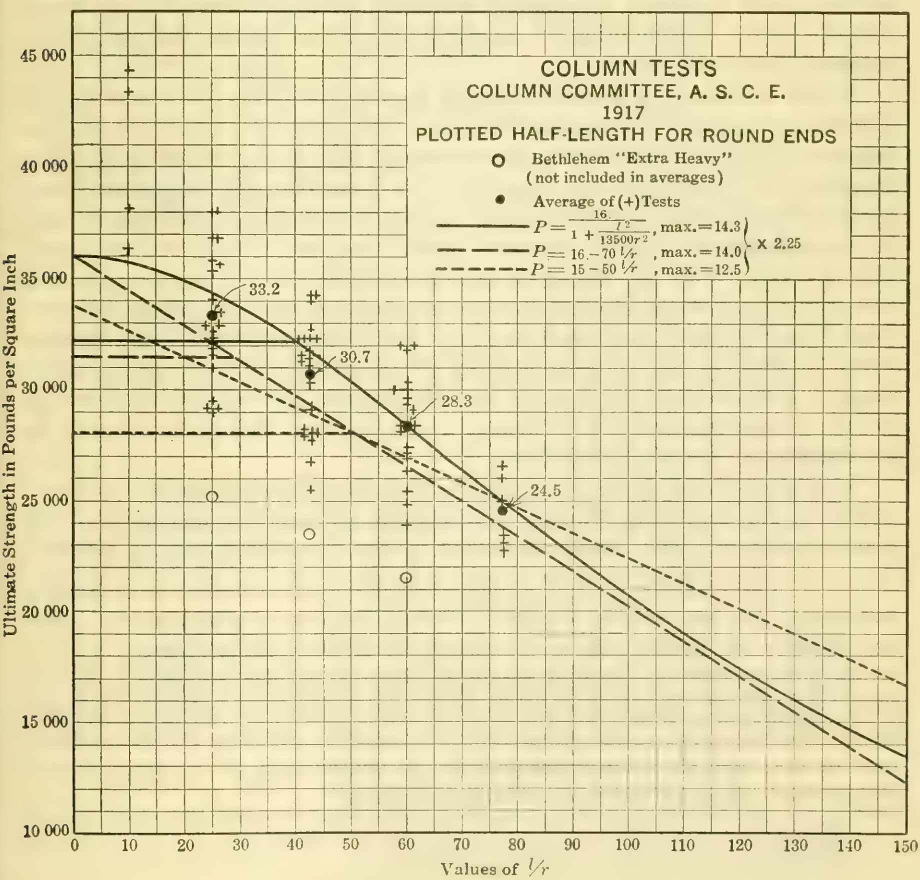


FIG. 9.

In presenting these specifications for discussion, the Special Committee on Specifications for the Design and Construction of Bridges has in mind the instruction of the Board of Direction to "confer and co-operate with similar committees of the American Railway Engineering Association and the Engineering Institute of Canada". As seven of the nine members of this Committee are members of the American Railway Engineering Association, and three of these are also members of the committee of that Association, there can be no question but that the work of the Association has received full consideration. The Canadian specifications were before the Committee. It is to be regretted that some of the members of the Committee are not also members of the Canadian Institute, but it is hoped, and believed, that members of the Institute will render a full and constructive discussion of all the features of the Specification.

F. E. TURNEAURE,* M. AM. SOC. C. E. (by letter).†—Since both live loading and impact have been recent subjects discussed by the American Railway Engineering Association, the work of the Committee was greatly simplified, and in general consisted of a careful review of the publications of that Association and the consideration of new material or new aspects that may have appeared since that date.

Engine Loading.—A detailed study of the relative effects of various engine loadings in use and the standard Cooper series has been published by the American Railway Engineering Association.‡ The most significant of these diagrams are re-published as Figs. 10 to 15, inclusive, and show clearly the relative effects of the Cooper series as compared with engine loadings in use. Of these diagrams, Fig. 10, Group 1, shows seven heavy road locomotives of various types; Fig. 11, Group 2, shows six locomotives, representing the heaviest of the various types of engines now generally used in special service; Figs. 12 and 13 show the actual moments and shears produced by the loading shown in Figs. 10 and 11, and, likewise, the moments and shears produced by Cooper's E-60 loading; and Figs. 14 and 15 show the moment and shear curves for the locomotives covered by Groups 1 and 2 (Figs. 10 and 11), plotted as percentages of Cooper's E-60 loading.

As a basis of this study, the Cooper series was recommended by the Committee of the American Railway Engineering Association and adopted by that Association. The reasons presented by the Committee were as follows:

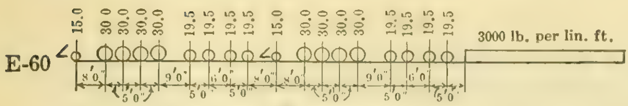
1.—No one existing type of locomotive loading gives maximum moments and shears for spans of all lengths, whereas the system recommended does approximate the high points of the curves of all the existing types.

2.—This system of loading produces stresses slightly smaller in short-span bridges and slightly greater in long-span bridges than those produced by the heaviest types in operation, which adequately provides for the engines now in use, and for future development in engine and car loadings which will increase the load per foot on long structures.

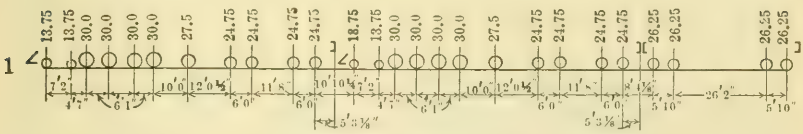
* Madison, Wis.

† Received by the Secretary, November 26th, 1921.

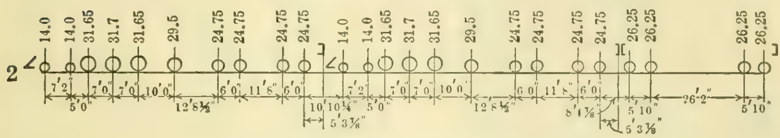
‡ *Proceedings*, Am. Ry. Eng. Assoc., Vol. 21, p. 561.



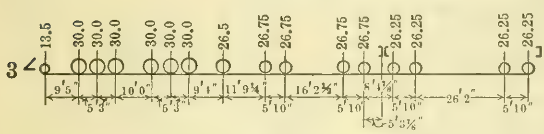
Cooper's E-60



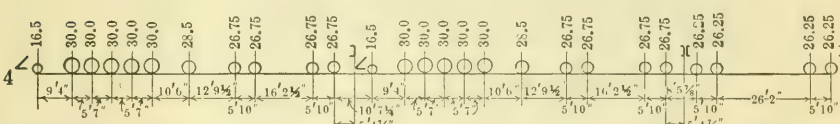
2 Engines 4-8-2B and 210,000-lb. Cars



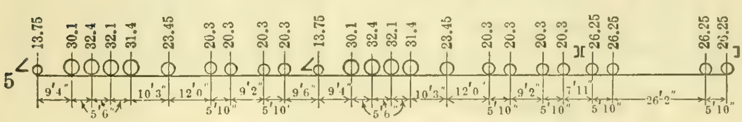
2 Engines 4-6-2B and 210,000-lb. Cars



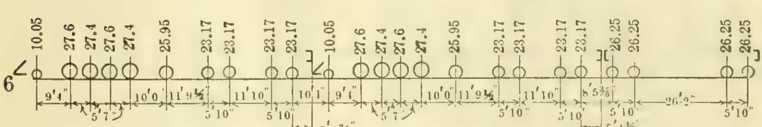
1 Engine 2-6-6-2B and 210,000-lb. Cars



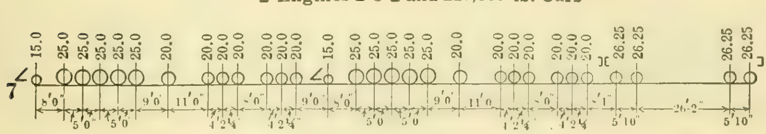
2 Engines 2-10-2B and 210,000-lb. Cars



2 N. Y. C. R. R. Engines H-7A 2-8-2 and 210,000-lb. Cars



2 Engines 2-8-2 and 210,000-lb. Cars



2 Sante Fe Type Engines 2-10-2 and 210,000-lb. Cars

Note: Engines 1 to 7, inclusive, are followed by trains of 210,000-lb. cars. Concentrations are for 1 rail, in thousands of pounds.

FIG. 10.

Note: Engines 21 to 26, inclusive, are followed by trains of 210,000-lb. cars.
Concentrations are for 1 rail, in thousands of pounds.

FIG. 11.

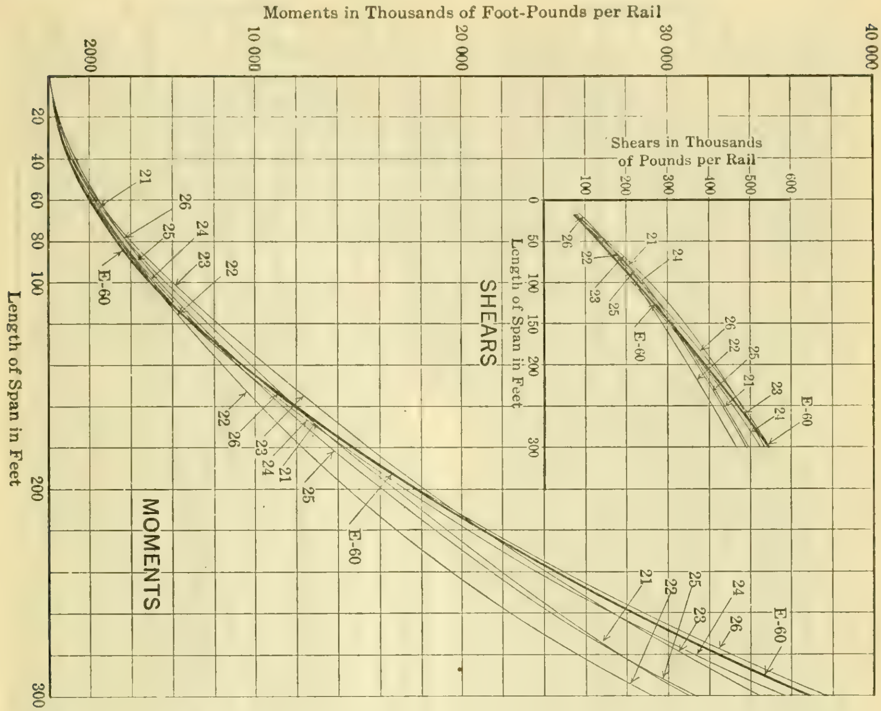

Moments in Thousands of Foot-Pounds per Rail
Shears in Thousands of Pounds per Rail
SHEARS
Length of Span in Feet
MOMENTS
Length of Span in Feet

Fig. 12.

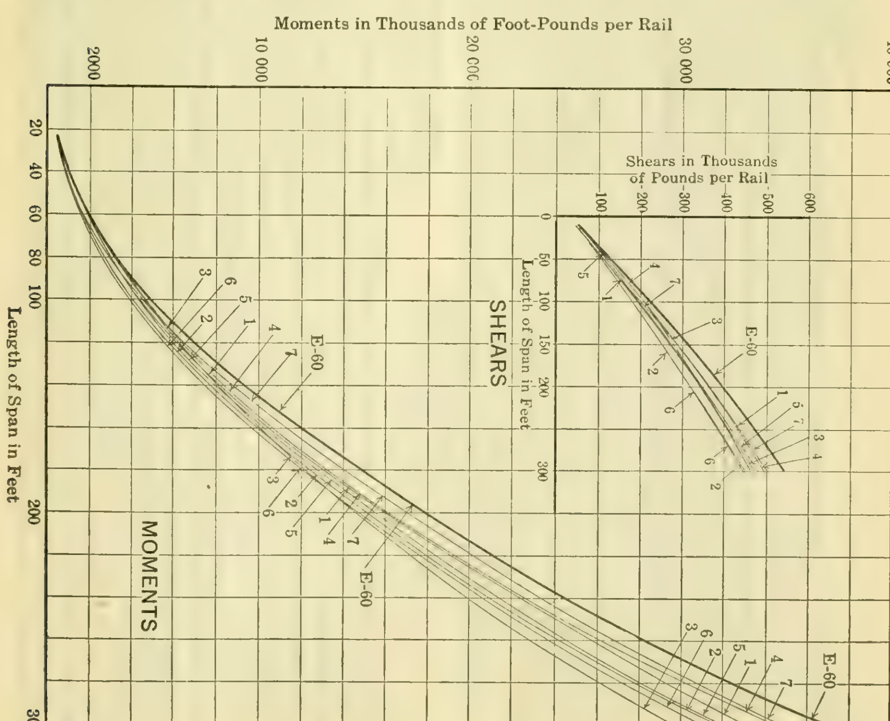
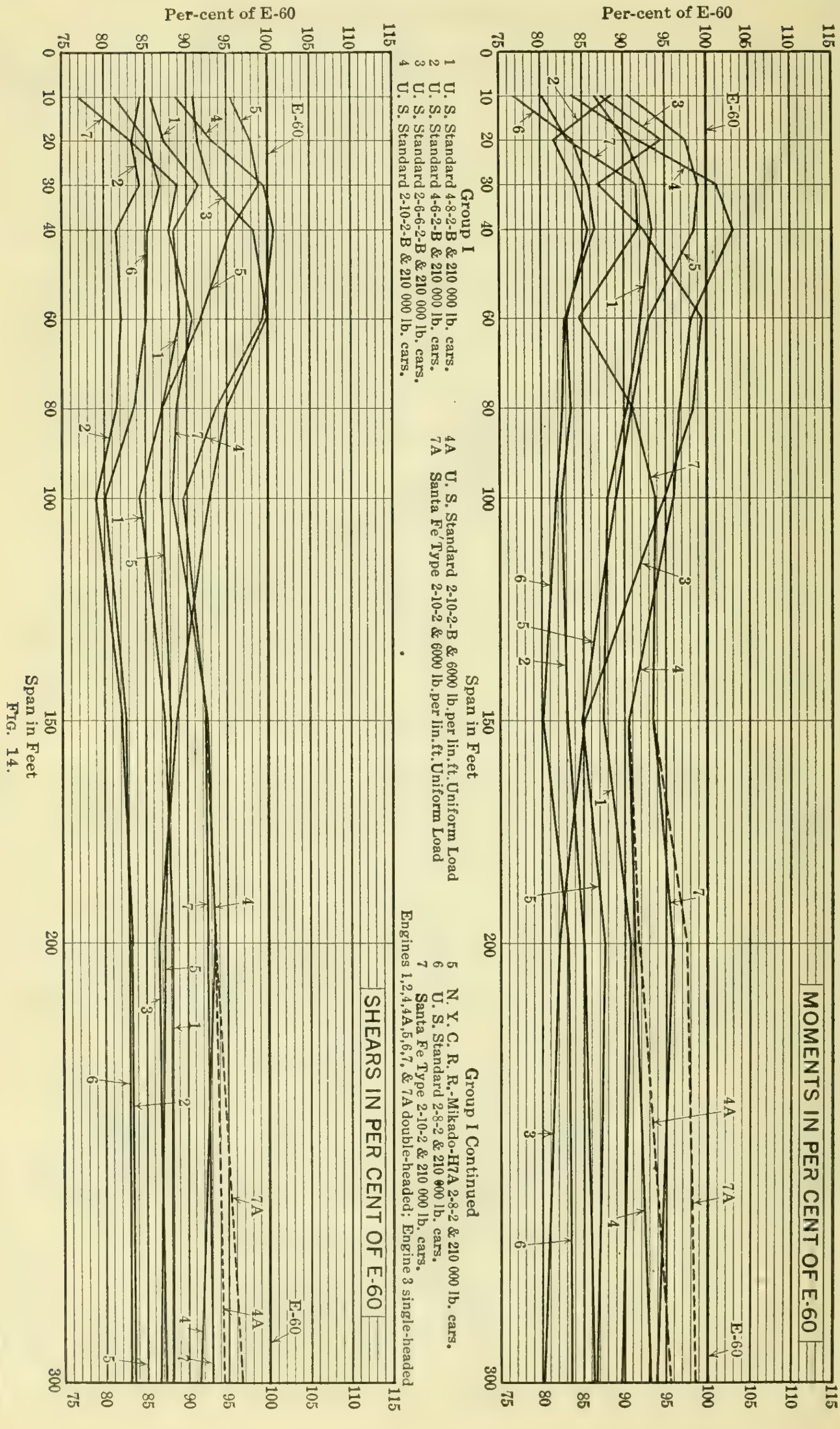

Moments in Thousands of Foot-Pounds per Rail
Shears in Thousands of Pounds per Rail
SHEARS
Length of Span in Feet
MOMENTS
Length of Span in Feet

Fig. 13.



Span in Feet
FIG. 14.

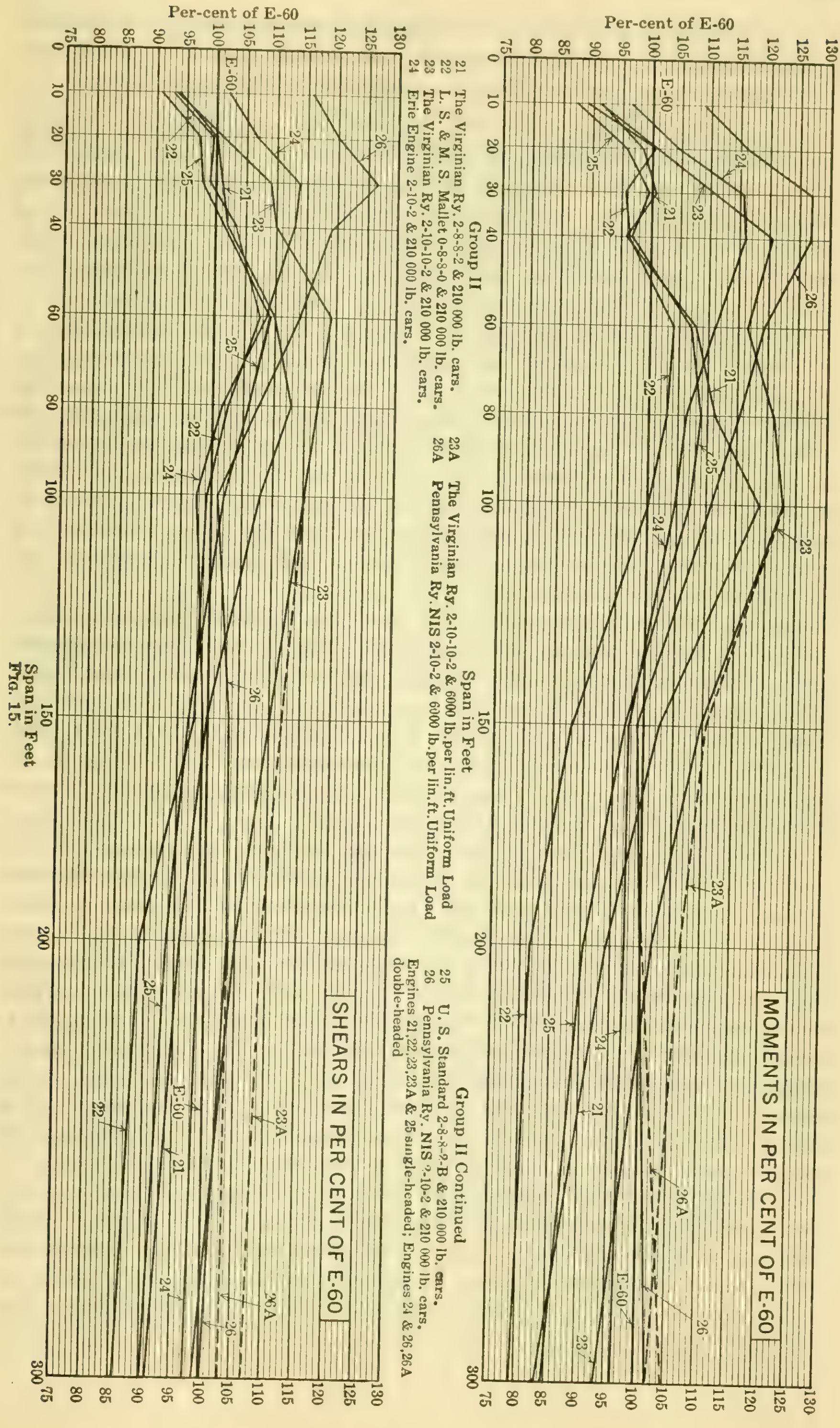

MOMENTS IN PER CENT OF E-60
SHEARS IN PER CENT OF E-60
Per-cent of E-60
Span in Feet
Group II
21 The Virginian Ry. 2-8-8-2 & 210 000 lb. cars.
22 L. S. & M. S. Mallet 0-8-8-0 & 210 000 lb. cars.
23 The Virginian Ry. 2-10-10-2 & 210 000 lb. cars.
24 Erie Engine 2-10-2 & 210 000 lb. cars.
23A The Virginian Ry. 2-10-10-2 & 6000 lb. per lin. ft. Uniform Load
26A Pennsylvania Ry. NIS 2-10-2 & 6000 lb. per lin. ft. Uniform Load
Group II Continued
25 U. S. Standard 2-8-8-2-B & 210 000 lb. cars.
26 Pennsylvania Ry. NIS 2-10-2 & 210 000 lb. cars.
Engines 21, 22, 23, 23A & 25 single-headed; Engines 24 & 26, 26A double-headed

Fig. 15.

3.—This system is the adopted standard of measurement of strength of existing bridges on the majority of roads, and, having been in use for a number of years, conveys a clear picture to engineers and operating officials.

The question of some equivalent uniform load or other simple conventional loading was considered, as well as the reasons previously mentioned; but in view of the fact that this problem has been before bridge engineers for many years and has been also discussed at length by the Committee of the American Railway Engineering Association, it was not considered necessary at this time to make an elaborate study of this general problem. The Cooper loading therefore was adopted for the reasons already stated.

The standard loading specified is Cooper's E-60, but for special cases it is provided that the load may be varied as required by the engineer. This provision is more elastic than that given by the specifications of the American Railway Engineering Association, which state that in no case shall the load be less than E-45. For multiple-track bridges, the percentage reduction for one and two tracks is the same as that given in the specifications of the American Railway Engineering Association; but for four tracks, the reduction is 30, instead of 25, per cent. Considering the fact that the impact formula is to be applied to each of the four tracks, it was believed that a reduction of 30% for four tracks was entirely safe.

Impact.—The impact formula of the American Railway Engineering Association has been adopted by the Committee. This formula was first adopted at the meeting of the Association in 1918, and, as a part of the revised specifications, again in 1920. It was based primarily on the impact experiments made by that Association and reported in its *Proceedings* for 1911, 1914, 1917, and 1918. Other experiments considered were those mentioned by Mr. C. W. Anderson in his paper, "On Impact Coefficients for Railway Girders",* read before the Institution of Civil Engineers.

In addition to the work of the American Railway Engineering Association, the Committee has also considered the study of the Indian Railway Bridge Committee, 1919-20, and the English experiments published in *Engineering News-Record.*† The Indian Railway Bridge Committee is now engaged on a series of tests and theoretical studies, and partial results only have been published; so far, however, they do not indicate any maximum results higher than those of the Committee of the American Railway Engineering Association. The English tests referred to are particularly interesting and valuable because they were made by a recently developed extensometer in which the deformations are magnified by the movement of a mirror and the record is made on a photographic film. This arrangement reduces the inertia of moving parts to a minimum, and should produce a more reliable apparatus, especially for tests on short spans. These tests are also interesting, because many of them were made on very short spans which were not well covered by the tests of the American Railway Engineering Association. The value of some of the published results is considerably

* *Minutes of Proceedings,* Inst. C. E., Vol. CC (1914–15), p. 178, and Vol. CCI (1915–16), p. 301.

† October 20th, 1921, p. 642.

affected by reason of the shifting of the zero of the diagram during the test, and because of the great differences between the calculated static stresses and the observed slow speed values. Comparing these experiments with those of the American Railway Engineering Association, it appears that results for spans of more than 40 ft. are fairly well confirmed by the English tests. On the whole, the English tests show smaller results for these spans than those of the American Railway Engineering Association. For spans less than 30 or 40 ft., the results obtained by the Committee of the American Railway Engineering Association were not generally satisfactory, on account of instrumental vibrations, and in the report of that Committee not much weight was given to results on such short spans. In selecting a formula, the Committee of the American Railway Engineering Association was guided primarily by the results of tests of spans of 30 ft. and more, and for shorter spans by past practice, in which the impact has been taken at about 100 per cent. These considerations resulted in the formula adopted, which gives a reversed curve, starting at 100% for zero span and dropping to 75% for 100-ft. spans. These values are the same as those given by the old formula of the American Railway Engineering Association, and between these span lengths the new formula gives somewhat higher values. For spans exceeding 100 ft., the new formula gives values less than the old one, the difference gradually increasing with the span length.

In discussing the type of formula to be preferred, two main points were considered: First, the proper impact values for short spans, say, up to 25 or 30 ft.; and, second, the proper values for spans longer than about 150 ft. For intermediate lengths, there is little difference between the old and new formulas, and no material change was suggested by any member of the Committee.

For very short spans, the principal results are from the English tests mentioned, which include spans as short as 7½ ft. Two formulas have been proposed by those in charge of these tests, the one preferred being:

$$I = \frac{120}{90 + L}$$

This formula gives 133% impact at zero span and somewhat lower values than the American Railway Engineering Association's curve between spans of 35 and 200 ft., and higher values for longer spans.

Another impact curve which gives a value exceeding 100% for zero span, and which conforms well to the test of the American Railway Engineering Association, is that of Henry B. Seaman, M. Am. Soc. C. E.* This formula is an elliptical curve, tangent to the Y-axis at zero span and to the X-axis at 1 000 ft. span.

Another formula of the same type as the old formula of the American Railway Engineering Association was suggested by a member of the Committee, namely,

$$I = \frac{175}{140 + L}$$

This formula gave an impact of 125% for zero span.

* *Transactions*, Am. Soc. C. E., Vol. LXXV (1912), p. 318.

For spans of 200 ft. and more, all experimental results indicate that the old curve of the American Railway Engineering Association is much too high, but naturally there is considerable difference of opinion as to the proper values to adopt.

The desirable type of formula appeared to be dependent on whether or not the impact percentage for zero span was to be made more than 100 per cent. If increased to 125 or 130%, the old type of formula could be made to fit the tests satisfactorily; but if 100% was taken as the value for zero span, then such a curve, if kept high enough for spans of less than 150 ft., would be too high for long spans. After considerable discussion, it was decided to adopt the new formula of the American Railway Engineering Association, making the impact 100% for zero span.

It was felt that although it is probable that a somewhat larger impact actually occurs for very short spans on rigid supports, the long experience of engineers in designing and maintaining short-span structures designed on the basis of 100% impact for zero span and operated under very large overloads, should be given much weight. Such experience indicates that the value of 100% is sufficiently high to insure safe and durable structures under the high stresses allowed by the specifications of the American Railway Engineering Association for the rating of existing structures. The relative safety and durability of short-span bridges is probably due, in part, to the plate-girder and I-beam type used for such spans, and the Committee of the American Railway Engineering Association gave some consideration to the question of whether a different base unit stress should not be allowed for such structures. It was concluded, however, to adhere to the same base unit stress and to adopt 100% for the impact ratio for zero span. These same considerations were reviewed by the Committee, with the result that the majority of the members favored the formula given in the new specifications of the American Railway Engineering Association.

BURTON R. LEFFLER,* M. AM. SOC. C. E. (by letter)†.—The Committee has presented three column formulas. It was impossible for the members of the Committee to agree on one formula. It was thought that any one of the formulas was in accord with good practice.

The straight-line formula and the parabolic formula give practically the same average unit stresses. The Rankine formula gives different average stresses. The writer prefers the parabolic formula if it is necessary to consider a column from a purely empirical standpoint. The parabolic curve fits the tests through the whole range up to the point of tangency with Euler's curve. Neither of the other two formulas has this quality; it is necessary to state one or more limits. The writer believes that it is a mistake to consider column tests from a purely empirical standpoint.

It has become the practice to draw a line through plotted results and assume that the equation of the line represents the whole phenomena.

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* Cleveland, Ohio.

† Received by the Secretary, November 29th, 1921.

Euler's formula fits the tests for long columns, say, for $\frac{l}{r}$ more than 150, when due consideration is given to the degree of fixation at the ends. A long thin column, such as a sword blade or a steel straight edge, may fail by pure buckling, with unit stresses below the elastic limit. Euler's formula expresses the law of failure for a straight spring.

A short column fails because the unit stress at some section exceeds the strength, or the elastic limit, of the material. It does not fail because the average unit stress is high. For very short columns the average unit stress is equal to the highest unit stress. At any section of a column there is an axial force and a bending moment. For short columns the bending moment is zero, or nearly zero, depending on how closely the column is centrally loaded.

The problem of the columns is one of bending moment. The very fact that columns fail with an average unit stress below the strength of the material is evidence that it is impossible to centralize the load at every section, regardless of how central the load is at the ends of the columns. This is due to the non-homogeneous character of the material, caused by imperfection of manufacture and fabrication. For like reasons a correct theory of the failure of a tension member includes the consideration of a bending moment. Every structural member in a bridge has a bending moment; in tension members its effect is negligible, while in columns it is important.

At any section of a column the bending moment may be assumed as caused by the load being eccentrically applied. There may be an additional eccentricity due to the load being visibly non-central at the ends of the column.

As soon as an eccentricity is assumed, a correct column formula can be developed. The formula is:

$$p = \frac{f}{1 + \frac{e\,c}{r^2} \sec \frac{l}{2\,r} \sqrt{\frac{P}{E}}}$$

which is known as the secant formula, and is somewhat cumbersome to apply. p is the average unit stress, e the eccentricity, r the radius of gyration, l the length of the column, and c the distance from the gravity axis to the extreme fiber. The other terms are well known. The formula is for columns having knife edges (not pins) at the ends. For other end conditions, suitable values of l must be used. The reader is referred to the different treatises on mechanics of materials.

All the terms are determinate for the ideal column; but for the practical column, visibly centrally loaded, e is unknown; it must be determined by experiments. The results of the experiments must be interpreted, keeping in mind the relations of the other terms of the secant formula.

The second term in the denominator of the formula determines that part of f caused by the bending moment. It has little resemblance to the apparently equivalent terms in the formulas proposed by the Committee.

A column formula which represents the bending fiber stress without the term, c, must be wrong. The distance to the extreme fiber and the radius of gyration are fundamental terms in any formula which purports to give a bending fiber stress.

The purely empirical formulas proposed by the Committee make no difference between an I-section and a box-like section. According to these formulas, if $\frac{l}{r}$ is the same, the sections are of equal value.* Contrast the fine instinct of the late Sir Benjamin Baker, Hon. M. Am. Soc. C. E., in using the circular section for the Firth of Forth Bridge, with the blindness exhibited in a collapsed American bridge.

The secant formula compels the designer to consider the section of a column in a thorough manner. It is interesting to note that Tredgold and Gordon considered the c term to be important in a column section. Determining the area of a column section should be something more than a blind use of $\frac{l}{r}$ in a formula.

The writer regards the tests of columns as useless until engineers rationalize the results. The form of the section and the difference between a purely rolled column and a built-up column should be given more study.

Where a problem admits of a partial rational treatment, it seems wrong to solve it in a purely empirical way. Engineers should couple rationalizing and experimenting.

Let us consider further the formulas: Take $\frac{l}{r} = 40$. The fiber stress due to bending is 2 000 lb. for the straight-line formula, 400 lb. for the parabolic formula, and 1 700 lb. for the Rankine formula. Now, as the straight-line and parabola almost coincide, why the difference? The writer will leave this to the reader to think about. If the shear for column lacing is calculated, marked differences will also be found.

The secant formula includes Euler's formula. Arthur Morley deduces the formula by a substitution of terms in the chain of reasoning leading to Euler's formula†.

The secant formula fits the results of tests closer than any other formula.‡

The advocates of the Rankine formula claim that it is rational, but how can it be with the c term omitted? The late J. B. Johnson, M. Am. Soc. C. E., deduced the formula§:

$$p = \frac{f}{1 + \frac{e\,c}{r^2} + \frac{f - p}{10\,E}\left(\frac{l}{r}\right)^2}.$$

The formula is based on the bending diagram as being a parabola; for the secant formula, the diagram is a sinusoid. Rankine's formula is derived

* "Modern Framed Structures", Pt. 3, Article 55.

† Morley's "Strength of Materials", Article 104.

‡ "Modern Framed Structures", Pt. 3, Article 43.

§ "Modern Framed Structures", Article 134 of Fourth Edition.

from Johnson's formula by omitting the second term of the denominator and substituting an empirical constant for the coefficient of the last term. Such transformation is not valid; it shows Rankine's formula to be strictly empirical. On account of this transformation, the formula does not fit test results as well as the parabolic formula.

A riveted column should be designed for a section less than the gross. Riveted tension members are designed for net section. Probably a somewhat less allowance would do for columns. Riveting should be reduced to a minimum, and it should be symmetrical at any section of the column. The ordinary column composed of two channels connected by single lacing is unsymmetrically riveted.

Symmetry should be a cardinal principle in column design, it reduces the unknown eccentricity; minimum fabrication is also conducive to this end.

AMERICAN SOCIETY OF CIVIL ENGINEERS

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PAPERS AND DISCUSSIONS

ODORS AND THEIR TRAVEL HABITS

Discussion*

By Messrs. Paul Hansen, George C. Whipple, Stephen DeM. Gage, I. S. Osborn, Rudolph Hering, Olin H. Landreth, Andrew J. Provost, Jr., Robert Spurr Weston, Alexander Potter, and Caleb Mills Saville.

Paul Hansen,† M. Am. Soc. C. E. (by letter).‡—The author deserves great credit for preparing a paper on the elusive subject of odors. As he has pointed out, it is a subject which is so difficult to treat in a tangible and scientific manner that engineers have hesitated to make it the subject of discussion before technical societies. It would seem, however, that a fuller discussion of the subject, on the part of engineers and chemists, might lead to more standardized, definite, and scientific means for measuring the quality, intensity, and carrying powers of odors, than are in use at the present time.

As the author invites experience from other engineers, it might not be inappropriate to refer to a report on odors from an oil refinery, recently prepared by the writer in collaboration with F. C. Dugan, Assoc. M. Am. Soc. C. E., Chief Engineer of the State Department of Health of Kentucky, and G. C. Smith, Professor of Engineering Chemistry at the University of Cincinnati. This investigation seemed to call for some general remarks on the subject of odors, which are quoted essentially as follows:

"The effect, psychology, and significance of odors constitute a rather confusing subject especially to the lay mind and frequently to the legal mind. A primitive sense of odor was apparently designed by Nature to (1) distinguish inedible from edible substances; (2) as a means of recognizing things and creatures; and (3), in some instances, as a warning against danger. Generally speaking, the disagreeable odors were those that indicated inedible substances and dangers. Persons instinctively associate disagreeable odors with dangers to health. So strong are these instinctive feelings that it is difficult to get people to believe that their health and lives are not in danger when in the presence of strange or disagreeable odors.

"As a matter of fact it can be very clearly demonstrated that odors in and of themselves are not dangerous to health, although they may indicate the

* This discussion (of the paper by Louis L. Tribus, M. Am. Soc. C. E., published in August, 1921, *Proceedings*, and presented at the meeting of November 16th, 1921), is printed in *Proceedings*, in order that the views expressed may be brought before all members for further discussion.

† Chicago, Ill.

‡ Received by the Secretary, September 6th, 1921.

presence of substances which if ingested or inhaled in concentrated form may have physiological results.

"In addition to natural odors, man's ingenuity has introduced many industrial processes that have odors. Most of these industrial odors when first encountered are regarded as disagreeable in varying degrees, certainly they are nearly always objected to when introduced near places of abode, not so much because they are hurtful, as because they prevent the free enjoyment of the atmosphere as Nature made it. Where industrial odors are accepted as a necessary evil, as is apt to be the case in a greater or lesser degree in all large cities and industrial communities, people become inured to the odors and either do not notice them or, in some instances, actually develop a liking for them. Grain mills, woolen mills, cotton mills, dye-works, soap factories, slaughter-houses, sugar refineries, shoe factories, paper mills, rendering plants, tanneries, etc., all have characteristic odors, often mild, but sometimes rather strong, to which whole communities become accustomed and accept without complaint. There are certain industries, however, that produce odors so strong and so unpleasant that they are rarely permitted in residence communities. Among these 'offensive industries' are rendering plants, slaughter-houses, certain chemical processes, glue works, etc.; but even some of these odors are tolerated and accepted as a matter of course and as unavoidable. Perhaps the most notable example of this is the notorious stockyards' odor that frequently pervades the whole South Side of the City of Chicago, in which are included many fine residence districts. Apropos of this, the so-called inquiring reporter of the *Chicago Tribune* one day made inquiry at random of ten people on the South Side of Chicago regarding their attitude toward the odors from the stockyards. Only one stated that the odors were disagreeable, nine were indifferent to the odors, and one admitted that to him the odors were actually agreeable. In short, it is difficult to decide when an odor may be regarded as a public nuisance and when it may not be so regarded; the most one can say is that an odor is a nuisance if the public is not used to it and does not want it in the neighborhood. The same odor may not be a nuisance if the public is used to it or is willing to tolerate it for economic reasons or otherwise.

"Odors from oil refineries seem to fall in a middle class. Though some very sensitive persons may be nauseated by oily odors, the average person is not apt to describe them as distinctly disagreeable in concentrations in which they would ordinarily be found even in close proximity to a refinery. Nevertheless, the same average person would be very much averse to having these odors in and about his residence, much from the same point of view as people nowadays avoid living on streets extensively traveled by automobiles, or regard the odor from recently oiled streets as objectionable in their homes.

"In a broad way, the principle seems to be fairly well established in practice (and, apparently, in law as well), that essential industries even though odor-producing must be accorded an existence when once established. Recently, there has grown a tendency to regulate in advance the location of the more objectionable odor-producing industries by means of zoning ordinances or other regulatory devices, which accord suitable space to all industries, yet protect the property holders and stabilize real estate value.

"Some industries produce corrosive, blighting, and even dangerous gases, but these effects must be considered as distinct from odors, because certain of these gases have little if any odor. Zinc-refining and acid-making industries fall within this class. An oil refinery, however, could hardly be classed as objectionable on these grounds, as the concentration of escaping vapors is never so great as to affect vegetation or injure the respiratory tract. This is evidenced by the general freedom of employees of oil refineries from afflictions of the respiratory organs. Refinery vapors may contain certain substances that have a corrosive effect on metals and which may affect certain kinds of

paints. These effects are most noticeable when the oil is rich in sulphur compounds. We are unable at the present time to make any more precise statement regarding the nature of these substances, but certain observed effects on paint, especially on the office building at the plant, indicate the presence of small quantities of some substance or substances capable of injuring lead paint. The testimony indicates that at rare intervals the paint on houses in the city is affected somewhat by these gases. Probably, most of the objectionable compounds come from the tail-house where unfinished oils are exposed and also from the agitator where gases containing sulphur compounds may escape in considerable volume."

In connection with the investigation and the report from which this quotation is taken, a limited number of observations were made on the effect of wind, temperature, and barometric condition on the dissemination of odors, in which the records of the United States Weather Bureau were found to be of great assistance and value. Owing to the limitations under which the investigation was made, however, these observations were not sufficiently long continued or sufficiently well carried out to warrant giving them any space in this discussion. However, they would suggest the possibility that it may be practicable to obtain a classification of odors according to some generally recognized standards. It may also be possible to trace the dissemination of odors with parallel observations on meteorological and other conditions, so that it may be feasible after a sufficiently large mass of data has been accumulated to predict, under any given set of conditions, whether or not a sewage plant or a so-called offensive industry is likely to become the subject of complaint.

In regard to the author's remarks on the feasibility of preventing odors rather than having them abated, the writer wishes to emphasize the value of zoning ordinances in this connection. Zoning ordinances are now authorized in a number of States, and they constitute a most excellent means whereby odor-producing industries can be located in advance so that they will not prove to be a discomfort or injurious to property values.

George C. Whipple,* M. Am. Soc. C. E.—The author has done well to bring to the attention of engineers this vexing question of odors and their travel habits. This question is inseparably connected with sewage disposal, stream pollution, garbage disposal, and many chemical industries. Odors that are offensive to human beings and travel over wide areas are public nuisances and come within the scope of police power, a power exercised in this case by State or local boards of health. There is hardly a question in public health administration which is more troublesome than this matter of odors. Several things contribute to make just decisions relating to odor nuisances difficult: The question of whether bad odors affect health; differences in people as to their sensibilities to odors, which are not only individual, but sometimes racial; physiological problems which are not well understood; the effects of temperature, moisture, and air movement, meteorological matters which are directly concerned with the dissemination of odors; engineering problems of odor control by methods of prevention or by air purification; the problem of comparing the cost of such protective measures with the damage inflicted,

* Cambridge, Mass.

a matter of economics; and the question of the appropriateness of odors to certain places—a psychological question. These factors are often so mixed and tangled that it is no wonder that the legal and administrative phases of the subject are difficult. Perhaps, the solution of particular problems may be made easier if these different elements of the subject are considered separately under the following heads: (1) Physiology of odors; (2) relation between odors and health; (3) meteorological factors of odor travel; (4) governmental control of odors; and (5) prevention of odors.

The Physiology of Odors.—The speaker has recently had the pleasure of looking over the manuscript of a forthcoming book on "Smell, Taste, and Allied Senses in the Vertebrates", by Professor George H. Parker, of Harvard University, in which a chapter is devoted to the anatomy of the olfactory organs and another on the physiology of olfaction.

There has been some controversy among physiologists as to the mechanism by which the so-called sense of smell is exercised; but it is now recognized that two classes of substances produce nasal stimulation, namely, irritants, which act on the free ends of the trigeminal nerve, and true odors, which affect the terminal cells of the olfactory nerves. This is an important distinction. Some substances, like sulphurous acid, are irritants and have no true odor; others, like the oil of vanilla, have a true odor, but are not irritating; but some substances, like tobacco smoke, affect both sets of nerves, although this may be due to the mixed character of the smoke.

It appears to be well established that both odors and nasal irritations are caused by actual substances carried by the air into the nasal chamber. The quantity of these substances required to produce sensation is almost infinitely small. The ends of the nerve cells are not uniformly distributed over the nasal passages, and in ordinary breathing the air does not come in contact with them. Sniffing, however, brings the air into those parts where the nerves are located. Diffusion of the air in the nose may carry small amounts of the odoriferous or irritating substances to the nerve cells, and, once stimulated, involuntary sniffing may occur. The air may reach the nerve cells through the nose during inspiration, as in the ordinary process of smelling, or the odors may be carried to the cells from the mouth during respiration, as in tasting food. Many so-called tastes are really odors; holding the nose prevents respiration through it and thus prevents the taste (odor) of castor oil, for instance, from being noticed.

The physical state of the minute particles which produce irritation or odor does not appear to be known. Possibly they are electrically charged. It is certain that they affect the nerves most when accompanied by moisture in the air. "They do not emanate from their source and disperse in all directions as sound and light waves do." They result from evaporation or volatilization and are carried by the air as it moves, being spread through it by processes of mixing.

In the nose the olfactory membrane is covered by mucus into which the olfactory hairs project and beyond which they do not extend. The mucus apparently dissolves the odoriferous particles which thus come into intimate contact with the olfactory hairs.

The quantities of substances required to stimulate the trigeminal and olfactory nerve cells are extraordinarily minute. Many years ago, when studying the odors produced by microscopic organisms in water, the speaker found that oil of peppermint could be recognized when diluted with 50 000 000 times its volume of water, and that the essential oils found in several of the algæ could be detected in dilutions of from 5 000 000 to 25 000 000. Various devices have been used recently by physiologists in studying olfactory acuity. Some of these olfactometers are most ingenious, especially that of Allison and Katz.*

As a result of various tests, it has been found that certain odors can be recognized in the quantities given in Table 1. Different observers give somewhat different values, as might be expected.

TABLE 1.—QUANTITIES OF SUBSTANCES REQUIRED FOR MINIMUM STIMULATION.

Substance.	Thousandths of a milligramme per liter of air.
Camphor	5
Ether	1
Sulphureted hydrogen	0.5
Citral	0.5 to 0.1
Heliotropin	0.1 to 0.005
Cumarin	0.05 to 0.01
Vanillin	0.005 to 0.0005
Chlorphenol	0.004
Oil of rose	0.0005
Mercaptan (garlic odor)	0.00004
Artificial musk	0.00004

Messrs. Allison and Katz† has given a table, part of which is reproduced herein as Table 2.

TABLE 2.—CONCENTRATIONS OF MILLIGRAMMES OF CHEMICAL PER LITER OF AIR.

Chemical.	Intensity of Odor.				
	Detectable.	Faint.	Noticeable.	Strong.	Very strong.
Ethyl ether	5.833	10.167	14.933	17.667	60.600
Chloroform	3.300	6.800	12.733	28.833	46.666
Ethyl acetate	0.686	1.224	2.219	4.457	6.733
Ethyl mercaptan	0.046	0.088	0.186	0.357	0.501
Pyridine	0.032	0.146	0.301	2.265	5.710
Oil of peppermint	0.024	0.032	0.109	0.332	0.348
Iodoform	0.018	.....	.....	.....	.....
Methyl isothiocyanate	0.015	0.039	0.067	0.108	0.144
Butyric acid	0.009	0.021	0.066	0.329	0.580
Allyl isothiocyanate	0.008	0.012	0.024	0.030	0.201
Propye mercaptan	0.006	0.020	0.028	0.043	0.054
Amyl thioether	0.001	0.007	0.011	0.012	0.015
Artificial musk	0.00004	.....	.....	.....	.....

* "An Investigation of Stenches and Odors for Industrial Purposes", *Journal*, Industrial Eng. Chemists, Vol. XI (1919), p. 336.

† *Journal*, Industrial Eng. Chemists, Vol. XI (1919), p. 338.

It would appear from these data that the olfactory nerves are more sensitive than those which give rise to nasal irritation, but it is probably unsafe to state this as a general truth.

In his studies of the odors of organisms in water, the speaker has observed that as odors decreased in intensity they changed in quality. This is probably due to the fact that few odors are pure, that is, due to a particular substance, most odors are mixtures. When these mixtures are diluted, the less sensitive constituents lose their effect first, while the more sensitive ones persist; the result being a change of odor. This is also true in the case of substances which produce both irritation and odor, the odor may persist after the irritation has ceased, or when increasing in intensity the odor is noticed first and this is followed by irritation. Tobacco smoke is an example. There may be mixtures of substances which act chemically on each other, so that the result is actually a different odor, and not merely a mixture of odors. On a more intense scale, it is well known that one odor may mask another and that a strong agreeable smell may be substituted for an unpleasant one. The little known subject of ratios of odors underlies the practice of "deodorization".

Temperature has an important influence on olfactory acuity, an influence partly physical and partly physiological. Heat increases the evaporation and volatilization of most odoriferous substances. Cold air drawn into the nose chills the mucous lining and perhaps retards the concentration of the particles in it. Conversely, cold fresh air makes the scent more keen. Cold water drawn into the nose greatly reduces the power of detecting odor.

Another important physiological phenomenon is that of fatigue and exhaustion of the olfactory organs. The continual smelling of an odor exhausts the power to recognize it. This may be a matter of a few minutes, or it may be longer. Every one knows the phenomenon of "getting used to an odor". Every one knows that breathing fresh air removes the last traces of odors and restores the power to recognize those which are very faint. An ocean voyage does this to a marked degree. On approaching the Japanese coast and while still several miles from it, the speaker will never forget how, after ten days on the Pacific, he enjoyed the "land smell", the smell of the "good brown earth".

The quality of an odor is usually designated by reference to the substance with which it is associated. It is different from taste, of which there are four clearly marked qualities: sweet, sour, salt, and bitter. Odor designations are numberless and constantly changing, but attempts have been made to classify them. Haller's classification has nine groups, as follows:

1.—Etherial odors: odors of fruits, beeswax, ethers; three subdivisions.
2.—Aromatic odors: odors of camphor, cloves, lavender, lemon, bitter almond; five subdivisions.
3.—Balsamic odors: odors of flowers, violet, vanilla, cumarin; three subdivisions.
4.—Ambrosial odors: odors of amber, musk; two subdivisions.
5.—Alliaceous odors: odors of hydrogen sulphide, hydrogen arsenide, chlorine; three subdivisions.
6.—Empyreumatic odors: odors of roast coffee, benzole; two subdivisions.
7.—Caprylic odors: odors of cheese, rancid fat; two subdivisions.
8.—Repulsive odors: odors of deadly nightshade, bedbug; two subdivisions.
9.—Nauseating odors: odors of carrion, feces; two subdivisions.

Another classification (Henning's) has six groups, as follows:

1.—Spicy odors, such as those of fennel, sassafras oil, anice, and cloves.
2.—Flowery odors, such as those of heliotrope, cumarin, and geranium oil.
3.—Fruity odors, such as those of oil of orange, citronella, oil of bergamot, and acetic ether.
4.—Resinous or balsamic odors, such as those of turpentine, Canada balsam, and eucalyptus oil.
5.—Burnt odors, such as those of tar and pyridin.
6.—Foul odors, such as those of carbon bisulphide and hydrogen sulphide.

All these groups are artificial and unsatisfactory. They have a psychological rather than a physiological basis.

Relation Between Odors and Health.—Do odors affect health? This question cannot be properly discussed without drawing a distinction between true odors and irritants and without a clear understanding of what is meant by "health".

In a physiological sense, meaning a condition of the body in which it operates normally, the effect of odors on health is ordinarily slight; often there is no effect. Yet intense odors may cause reflex actions of the digestive, muscular, and secretory systems. A vile odor may make one sick to his stomach or cause him to close his nostrils with his fingers, or run away. Even bad odors, however, do not cause disease, as the term is ordinarily understood; they do not shorten life. The irritants may cause smarting sensations and respiratory discomfort and probably are more closely related to health than true odors. Offensive odors may cause people to refrain from breathing deeply, may cause loss of sleep, restlessness, loss of appetite, and general malaise. These are certainly matters which appertain to health, and to some people they are of serious import.

If, however, the word, health, is extended to include the psychological as well as the physiological, if it includes human comfort as well as bodily functions, then odors do have an important influence on health. In addition to what has been mentioned, odors have strong powers of suggestion and give pleasure, discomfort, or disgust, as the case may be. They may interfere with one's quiet and repose.

Psychologically, people recognize the appropriateness of certain odors to times and places. The smell of fried onions in the kitchen may cause no complaint, but the same smell in the living room or sleeping room is objectionable, at least until nasal fatigue makes one used to it. The combination of nasal fatigue and a sense of the appropriateness of odors makes working under various conditions bearable, in a sewer, a slaughter-house, a garbage plant, a snuff factory, a candy store. Furthermore, such odors do not appear to affect permanently the health of the workers. The odors of a tannery in a residential district, of an oil refinery near a beach resort, of a garbage plant, sewage works, or rendering establishment in or around human habitations, and of a house drain in a living room, are regarded as inappropriate and are quite certain to cause complaint. Psychologically, also, it makes a difference whether the odors are local. In a village where all the people get their living from a pulp mill, no one seriously objects to the pulp-mill odor; but let a pulp

mill move into an established community, and the residents not connected with the establishment will regard the odors as a nuisance. Some odors also are regarded as a necessary evil, such as the smell of manure around the farm, and the smell of fertilizer on the garden; while the same odor suddenly appearing from an unknown source causes complaint. People have become accustomed to the smell of coal-burning furnaces; they have not yet become accustomed to the smell of oil-burners.

People object to certain odors because of their suggestiveness, and this raises the question as to whether bad odors may be taken as an index of unhealthful conditions. There seems to be only one answer to this, namely, that an odor is a useful, but not always a safe, guide. The sense of smell in animals is utilized largely in their search for food. In human beings, it is used in the selection of food. Human beings rebel at the odors associated with putrefaction, a matter of instinct which warns against eating unsafe food. Odors of decomposition in drinking water are also warnings which should be heeded. The odors of the algæ, however, are objected to not because they suggest that the water is unsafe, but because they are out of place. Where food and water are concerned, the warnings of bad odors should be heeded, but the absence of bad odors is not a proof of safety. Odors as guides to unhealthful atmospheric conditions are much less trustworthy. The extremely minute particles of odor-producing substances will travel through the air to far greater distances than bacteria, which, although tiny in themselves, are vastly heavier than the odor particles. It has been proved that the odor of a sewer or house-drain in the air of a room is practically no indication of the presence of bacteria from the sewer or the drain. It has been stated that such odors may be accompanied by minute quantities of chemical substances, which in larger doses are dangerous to the human system, but it has not been proved that these minute quantities are dangerous to health, although on this point Science has not yet spoken the final word.

The odor of coal-gas in a room has come to be regarded as an index of danger, the real danger being the odorless carbon monoxide; but water-gas, which contains much more carbon monoxide than coal-gas, has much less odor, and, for this reason, gas poisonings are more frequent now than before water-gas was largely substituted for coal-gas.

In spite of its shortcomings as an index of danger, in spite of its limited physiological bearings and its erratic psychological relations, the sense of smell is one which cannot be ignored, and human beings continue to insist that health and comfort be kept together and not separated artificially, as for the purpose of scientific discussion. The "health and comfort of the people" is an expression which not only has a great human urge back of it, but which has been found to stand the test of the Courts. In the speaker's opinion, the word, "health", used as a basis of the exercise of police power, should be given its broader and not its narrower meaning. In this connection, it is well to remember the following words taken from the first public utterance of the first State board of health in the United States, that of Massachusetts, in 1869:

"We believe that all citizens have an inherent right to the enjoyment of pure and uncontaminated air and water and soil; that this right should be

regarded as belonging to the whole community; and that no one should be allowed to trespass upon it by his carelessness or his avarice or even by his ignorance."

Meteorological Factors.—Inasmuch as odors and nasal irritations are caused by actual particles (it matters little whether they are regarded as gaseous, liquid, colloidal, or solid), transported by the air from their source to persons affected, a study of odor travel is very largely a study of meteorology, especially air movement.

First, moisture in the air intensifies odors. It provides a solvent for certain substances which otherwise might not be given off at the source, and it more readily conveys the odoriferous substances to the nasal mucus. A dry air tends to harden the surface of the mucous lining and protect the olfactory hairs. A warm air also intensifies odor, as a higher temperature hastens evaporation and volatilization as well as the sensitiveness of the nerve endings. A low barometer also hastens evaporation. Rain and snow act as natural air washers and purify the air. Ozone is said to have an oxidizing effect, but little is known of this. It may be that there are also electrical conditions which have an influence on the almost molecular particles which produce odor. The greatest factor, however, is air movement, a factor which in itself is dependent on temperature, barometric pressure, humidity, and other physical conditions.

Of the air movements, first consider those gentle movements, unmeasurable by the most delicate meter, due largely to temperature difference. They can be observed by movements of smoke and dust particles and by cooling effects on the skin. It is these almost insensible convection currents which spread the odor particles from their source for short distances in all directions. Very few odors are strong enough to be carried far from their source in this manner. Next, in order, are the gentle variable breezes which waft the odors to distances of a few hundred yards. They are usually intermittent, and not always constant as to direction, but they cover a wide angle. At a distance one gets the odor now and then. Finally, there are the winds, stronger and more constant, which carry the odors in a definite direction for long distances. The angle in this case is narrow. This pollution of the air by odors is not unlike the pollution of the water of a lake by sewage. The pollution may spread out slowly like a fan or, more accurately, perhaps, like a cone, or it may be carried by a strong current in a long narrow streak.

The speaker is not sure but what the author is right when he says that odors cannot be subjected to mathematical analysis. May it not be possible to divide odors into groups of different magnitude, define them in terms involving the velocity of the wind, the angle of the sector, or cone of pollution, and the distance from the source? The angle of the sector is a function of the veering of the wind, that is, the deflections of the wind from parallel lines, due to all kinds of minor local causes, which have a greater influence when the wind velocity is low than when it is high, as the higher winds are controlled by larger and more general causes. No classification should be attempted, however, until many careful observations have been made.

Topography, of course, is an important element in odor travel. Air travels through valleys, "draws" through breaks in hills, and is obstructed in its flow by forests and buildings. In any mathematical formula, these factors would enter as a coefficient which would vary with local conditions.

The elevation of the odor source has an important influence on the travel of the odor. Odors escaping from tall chimneys may be unnoticed on the ground near the base of the chimney but may be very noticeable a mile away. On certain days, when the sun is shining on the ground, the air in the lower strata becomes heated and tends to rise; consequently, the odors become lost in the upper air. At night, the conditions may be reversed; the odors lie lower. The water surface of a lake or harbor influences the vertical movements of air in ways that are well known. The importance of vertical currents is more appreciated since the aeroplane has come into use. The humidity conditions at night are also more favorable for odor travel. The effect of damp, muggy days on the intensity of the odor nuisance is too well known to need further mention. Muggy conditions not infrequently accompany a lower barometer, a factor which also tends to facilitate odor production.

Governmental Control of Noisome Odors.—According to Judge Jeremiah Smith, late of the Harvard Law School, a nuisance is whatever the Court decides is a nuisance. Attempts have been made to define a public nuisance, but in the last analysis the decision goes back to the opinion of "twelve good men and true" in a particular case. As far as the law is concerned, an odor nuisance, if action is taken by the Government under police power, must be proved to affect the "public health, safety, morals, or the like". The modern tendency is to extend the police power to cover public welfare and to let the phrase "and the like", cover public comfort, quiet, and repose. Certainly, it will be admitted that bad odors and irritating fumes are a public discomfort. In such matters as these the opinion of the layman is often sounder than that of the expert.

American cities are growing, and as they become larger it is right that the police power should be extended and applied more severely. A slight odor affecting a large population may be as much of a nuisance as a very bad odor affecting a small population; for in the large population there is a greater chance that more persons susceptible to the slight odor may be present.

Bad odors which are spread over large residential areas, may depreciate property values, but the speaker fails to understand how this can be properly regarded as coming within the scope of the police power. In board of health hearings, however, this argument is commonly introduced. Claims for damages to property are for the Civil Courts to adjust. Lawyers know, however, that police power action by a health board is a help in a suit for damages, and not infrequently this is the motive back of nuisance complaints. One of the greatest difficulties in the governmental control of nuisances is to know whether the complaints are really sound.

Another serious difficulty in such control of objectionable odors from industrial works is that the nature and extent of the odor and the certainty of its being a nuisance cannot legally be determined in advance. In the Staten Island garbage case, referred to by Mr. Tribus, the Governor of the

State of New York decided that the State's power of abatement could not be exercised until the works had been completed and had been found actually to be a nuisance, in spite of the fact that an investigation by the State Health Commissioner had shown that a nuisance would probably occur. This brings up the necessity of the exercise of greater care by local authorities in granting building permits for industrial plants. Local governments are usually glad to have a new industry established and readily grant a permit for building, often without bringing the matter to the attention of either the local or the State board of health. In the case of chemical manufacturing, the permitted establishment may create an odor which causes widespread and justified complaint. Then comes the difficult decision. Shall an established industry be closed? Shall the economic advantage to the community be tacitly considered in the exercise of police power? Shall economic advantage be considered as offsetting public discomfort? Or, if the case is one in which the odors can be prevented, how far shall the manufacturer be made to correct them? And if the industry is a new one, how long shall suffering citizens be made to wait while new devices for odor reductions are being tried? The lesson taught by many unpleasant experiences of this kind appears to be that it is wise to exercise greater caution in the location of industrial works which involve chemical processes, and to limit them to certain districts or zones.

The speaker was a member of the New York Commission on Building Districts and Restrictions, and his studies at that time led him to believe very strongly in the zoning idea. Zoning alone, however, is not enough. The Staten Island garbage plant was located in an established industrial district, but the trouble was that the odors "would not stay zoned". One way of avoiding the difficulty would be to require local authorities, before granting a building permit to a chemical industry, or any industry likely to cause public offense, to receive a letter of advice from the State department of health or other competent authority, such letter to be published and thus brought to the attention of the people before action is taken. Although the layman is as good a judge of what offends his nose as a sanitary expert, the expert is better able to judge in advance of the probability of a public nuisance being created. No such advisory action is needed in regard to the location of certain nuisances which have been adjudged by the legislature or the Courts to be nuisances *in esse*. Certain industries have well earned the title of "offensive trades", abattoirs, soap factories, rendering works, tanneries, and the like, as well as sewage works and garbage works. Already, the laws in some States require the location of such works to be approved by a sanitary authority. Just as health departments establish lists of diseases dangerous to the public health, so should they establish lists of industries which threaten the public health and comfort.

When a manufacturing plant, by disseminating irritating fumes or odors, becomes a public nuisance, the demand is usually made that it be shut down, heavy fines levied, or some other penalty inflicted. There are cases where such punishment is just and where the nuisance cannot be abated in any other way. In many instances, however, the elimination of odors is a difficult matter, and those who operate the plant do not know what to do; they do not feel

sure that the expenditure of money for certain devices will accomplish the result. In other words, what they need is sound advice, not punishment. Unfortunately, the Engineering Profession has never developed specialists in odor prevention. This appears to be a field worthy of serious consideration. Combined with smoke and dust prevention and ventilation, it should furnish ample scope for a career for a young man who has a knowledge of chemical engineering, physics, meteorology, and sanitation. For many years State departments of health have been in a position to give advice in regard to the purification of water and the disposal of sewage and, in the speaker's judgment, the use of this advisory power has accomplished more than the sterner measures of the police power. The disposal of sewage, however, is practically a single problem, although, of course, it has its complications, and it is also a public problem. In the case of chemical manufacturing, the situation is different. The problems are very complex, the works are privately owned, and the processes are often secret. Hence, the consulting specialist is in a better position to handle the problem than the sanitary department of a State board of health.

Not infrequently, odors from industrial plants are due merely to bad management, carelessness, or sloppiness, and the correction of these faults often leads to greater profits to the concern. The escaping fumes may be waste products, but they are sometimes valuable and worth saving.

New lines of manufacturing are constantly being taken up and new problems are continually arising. Thus, in Massachusetts, several oil-refining plants which represent investments running into several million dollars, have recently been built. Some of these plants are handling Mexican oil which contains much more sulphur than the common American products. The refining processes have given rise to odors and irritating fumes of an offensive character, which, in one notable instance, spread over a wide area and caused a serious public nuisance. Recognizing the novelty of the problems to be solved and the importance of the industry to the community, an order requiring the works to close was stayed from time to time, in order that the effect of new devices might be ascertained. Finally, however, there appeared to be no other course, just to the people, than that of closing the works until certain advised alterations could be made.

Odor Prevention.—This leads naturally to the subjects of odor prevention, air purification, and air analysis, which are too detailed for the speaker to discuss. Various methods are now available. The sedimentation of dust, the electrical precipitation of dust, acid, fumes, etc., by the Cottrell system, the washing of air by drops and sprays of water, the burning of organic dust at high temperatures, the filtration of air through cloth, the ventilation of buildings, the removal of odors absorbed by floors, walls, and fabrics, by washing and by the use of a compressed air blast, the use of disinfectants to prevent or arrest decomposition of organic matter, the application of sunlight, the use of chemicals to alter the character of the odor-producing substances—these and other methods, used singly or in combination, as the situation may demand, furnish means by which almost any industry may be made amenable to reasonable standards of health and decency.

Stephen DeM. Gage,* Esq.—Both the author and Professor Whipple have pointed out that much trouble might be avoided if some method were devised for locating odor-producing industries where they would be least offensive. The situation which exists to-day in certain parts of Providence, R. I., and the adjoining communities, is the direct result of such lack of foresight.

About ten years ago the Chamber of Commerce and other public bodies endeavored to increase the importance of the Port of Providence, and a number of the large oil companies were induced to establish extensive receiving and distributing stations at the head of Narragansett Bay. To-day, Providence is one of the largest oil ports in New England. In connection with the operation of these oil stations, two companies established plants for the separation of crude oil into its component parts by distillation, and at one of them practically all the processes used in the refining of oil products are carried out. These two plants are about 3 miles apart, on opposite sides of the Providence River, and within about 4.5 miles from the center of the city.

Unless plants of this kind are completely equipped with special devices to control odors and are carefully operated, offensive nuisances are likely to arise from odors which at times may travel considerable distances. Shortly after these plants began operation, complaints of offensive odors in adjacent residential districts were received, which increased both in number and in vehemence, until the Legislature at its last session directed the State Board of Health to investigate and report on the subject. During the progress of this investigation much has been learned about odors of this kind and about their travel habits. Since the results were to be reported to the Attorney General for action, there are many interesting points which cannot be discussed at this time.

The odors from oil-distilling and refining plants are probably of a mixed character, partly gaseous and partly colloidal. They are variously described as "burnt oil", "burnt rubber", or "sweetish burnt rubber." Observers who have had laboratory experience and chemists generally use the latter term as most definitely expressing their impressions. The character of these odors varies considerably with the dilution. Near the source when they are intense, they have the characteristic odor of rotten eggs, or sulphide odors. As the distance from the origin increases, and they become more dilute, they take on the odor of burning rubber, with a sweetish or slightly burnt sugar flavor. With more dilution the rubber constituent disappears, and the odor may best be described as that noted when a baker's oven full of well browned bread is opened. When still more dilute, these odors are like that of slightly scorching paper. At first, these changes in the character of odors from the same source led to considerable confusion. In one instance the speaker located a not unpleasant odor on the leeside of a large bakery, which was attributed to that source, and was surprised to find that this odor was much stronger on the windward side of the supposed source and it became decidedly offensive as it was traced down to its origin.

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The reason for this change of character in odors is undetermined. It may be that odors are a blend and that one component is diluted out sooner than others. It is well known, however, that some apparently simple odors change in character with dilution. The characteristic odor of kerosene is recognized easily by almost every one, but when greatly diluted it is more likely to be described as some kind of perfume.

It may be of interest to mention that considerable care has been taken in order to obtain comparable observations from different observers. The acuteness of the olfactory sense varies widely in different people and in selecting observers for this work, men were chosen whose sense of smell was reasonably alike. These men were then taught to record odors of similar intensity in a similar manner. The scale was the same as for recording odors in water analysis, "very faint", "faint", "distinct", "strong", and "very strong", the distinct odor being one which would be readily detected by almost every one and which would be disagreeable to most people.

From observations the speaker believes that the travel distance of odors of this character is mainly a function of two factors: the amount of odor produced at the source, and the velocity of the wind. There are other factors, however, which apparently enter into the problem. Weather conditions affect the travel habits of odors to a certain extent. The theory that sunlight may have a deodorizing effect may account for the fact that odors of this kind have been more troublesome at night or on days when there was a fog or heavy mist, than on clear bright days. As instances of odor travel, the following observations might be recorded:

1.—Night, weather clear, wind from 3 to 4 miles per hour, travel distance about 1.5 miles, area affected about 3 sq. miles.

2.—Day, rain, wind about 4 miles per hour, travel distance about 4 miles. In this instance, the odor was carried across the water about 2 miles before affecting a residential area of about 2 sq. miles.

3.—Night, cloudy with light showers, wind from 4 to 5 miles per hour, travel distance about 2.25 miles, area affected about 5.25 sq. miles.

4.—Night, cloudy, wind about 5 miles per hour, travel distance about 4.5 miles, area affected nearly 10 sq. miles.

5.—Night, weather clear, wind about 9 miles per hour, travel distance about 1.5 miles, area affected approximately 3 sq. miles.

6.—Night, weather clear, wind about 9 miles per hour, travel distance about 2.25 miles, area affected about 5 sq. miles.

One other interesting observation may be mentioned in which the direction of the wind was such that strong odors from two sources mingled and fortified each other. The characteristic odor was noted at a travel distance of 2.5 miles from the nearest source and about 6 miles from the more distant source. At this time a residential area of about 11 sq. miles was affected, in addition to an undetermined area over the water. This odor occurred at night in clear weather and with a wind velocity of about 5 miles per hour.

It should be noted that the wind velocity is that recorded at the Government Meteorological Station, 2 to 6 miles from the areas in which the observations were made. These figures are the only ones available, but the

possibility that the wind velocity might be different in the two localities must be taken into consideration in any interpretation of the observations noted.

The author has pointed out that there are many apparent peculiarities about the travel of odors. With little or no wind, they do not appear to travel far from their source, and if the wind is strong, they are apparently dissipated and not troublesome at a great distance. In some instances they may travel high, although at other times, with apparently similar conditions, they will travel low. There are a number of observations where these odors, quite offensive a mile or more away, could not be noted near the point where they originated. In one instance an odor was traced from hilltop to hilltop for a considerable distance, but could not be detected in the valleys. Other cases have been observed of an odor settling in air pockets and remaining an offence long after it was discharged from its source. This is most likely to occur on damp, foggy nights with little wind. It has been also frequently observed that these odors will be strong on certain streets and perhaps cannot be detected in parallel streets on either side. Variations in odor intensity in near-by localities can be attributed only to differences in air currents. Such variation may be responsible for a wide difference of opinion among the residents of certain sections as to whether a certain industry is offensive or non-offensive, and such differences must often be proved and reconciled before relief from offensive conditions can be obtained.

Another phase of the oil problem becoming prominent, which may become of greater and more far-reaching importance than odors from oil-distilling and refining plants, is the probable effect of the substitution of oil for coal in power and heating plants. There is no question that oil fuel is easier to handle, easier to store, and more economical than coal. The bulk of fuel oil used in New England cities at present is from Mexican crudes which carry about 4% of sulphur. The fuel oil contains more than 4% of sulphur since much is left behind when the naphtha and gasoline are removed. If the combustion of this fuel is complete, the sulphur is converted into sulphur dioxide, an irritating gas which is discharged into the air. If the combustion is not complete, which is frequently the case, a part of the sulphur passes off as hydrogen sulphide or other sulphide gases, together with some partly burned oil, all of which are extremely offensive. Many oil-burners have been constructed in fire-boxes designed for soft coal and it is practically impossible to obtain complete combustion. Furthermore, some of the oil-burners now on the market are defective and cannot be operated to the best advantage.

For purposes of illustration, assume a community using 1 000 000 bbl. of oil fuel per year. This is not unreasonable and the speaker knows of a single power plant now using this quantity. Only 4% of sulphur would amount to about 30 000 lb. of sulphur burned per day. With complete combustion this would be equivalent to 60 000 lb. of sulphur dioxide gas discharged from the stacks every day. The speaker does not know that this sulphur dioxide when diluted with the air would directly affect the health of the people; he

does believe, however, that if the oil-burning plants were concentrated and near enough to the residential section, it would cause more or less serious irritation to the nose, throat and lungs of a certain portion of the population, and perhaps render these people more susceptible to other diseases. The speaker also believes that under prevailing conditions at many oil-burning plants to-day, the odors of incompletely burned oil and sulphides would be so frequent that this community would not be counted a desirable place in which to live. This is the problem to be solved in the near future. This problem and all odor problems can be solved, but the engineer and the chemist must first build a solid foundation of scientific facts before anything definite can be accomplished.

I. S. Osborn,* M. Am. Soc. C. E.—The subject presented by the author is a timely one, to which practically no attention, study, or research has been given. Had a small part of the cost of litigation in connection with suits brought to eliminate nuisance from odors been expended in study and research, there would have been accomplished far more toward the elimination of odors than has been achieved by Court decisions.

Since the speaker has had more or less intimate contact with all the plants mentioned by the author, the points raised in his paper relative to garbage disposal works and the odors produced are of especial interest.

In dealing with the problem of garbage reduction, one must necessarily consider somewhat the size to which this industry has grown in the United States. In an investigation for the United States Food Administration in 1918, the speaker found that 29 of the larger cities disposed of their garbage by the reduction method, and produced annually 72 000 000 lb. of grease and 150 000 tons of fertilizer tankage, valued at $11 000 000. These figures demonstrate that the industry deserves considerable attention. The nature of the business, as well as the attitude of the men or the companies engaged in the operation of disposal plants, has not given much incentive to develop the industry along scientific lines, with the result that it has grown to this size without much assistance from the Engineering or Chemical Professions.

The plants have not been perfect either for the making of all possible recoveries or the elimination of nuisance from odors. However, the industry should not be condemned, but should have the efforts of engineers and chemists toward development whereby it can be operated without nuisance and without the objections due to past performance.

In this discussion of garbage reduction plants the odors considered are those which will travel or give rise to complaint in surrounding communities.

The reduction methods for garbage disposal vary in detail, but the majority of plants use the digester and dryer systems, in which the garbage is cooked in digesters, with live steam, after which it is pressed and dried.

In plants of this type the sources of odors are from the raw garbage, exposure of material during process, finished products, leaks in apparatus, vents from digesters, and gases from direct heat dryers. The greatest source of objectionable odors are the gases vented from digesters, or the gases

* Cleveland, Ohio.

from the dryers. The vent gases are the most penetrating and objectionable, but are more easily controlled and treated than the much larger volume of sweetish or caramel odors from the dryers. The odors from the raw garbage, the plant, and the finished products can be controlled and, with proper design and operation, should not give cause for nuisance.

In 1915, the speaker made an investigation and report to the Committee on Street Cleaning, Board of Estimate and Apportionment, New York City, on the elimination of odors from the Barren Island Disposal Plants. At the time of this investigation practically no data on this particular subject were available. This investigation covered the three plants operating at that time on Barren Island, namely, the plants of The Sanitary Utilization Company, which were then used for the disposal of garbage under contract with New York City; the plant of the Thomas F. White Company, which was operated for the production of tankage by drying the digested garbage; and the plant of The Products Manufacturing Company, which, under contract with the City of New York, disposed of dead animals and meat offal, and also rendered garbage collected from hotels and restaurants.

The assistance of The Central Testing Laboratory, maintained by the city, was obtained for analytical work in making these studies. The investigation which covered a period of about four months was for determining the necessary steps to remedy and eliminate the objectionable odors from these plants. Tests were made to determine the source of the odors, the volume of the gases carrying the odors, as well as the methods that might be adopted to deodorize the gases. The tests were made both in the field and in the laboratory, and, except the chemical analysis of gases which was made in the laboratory, the larger part of the work was done at the plants while they were in operation.

These tests involved the development of methods in regard to which no precedents and data were available. It was found that the apparatus secured for this work was not adaptable and it necessarily had to be remodeled, calibrated, and tested. Search was made for information on this subject as well as on kindred subjects. Although the work was not carried to the extent desired, the results of this investigation were, in many ways, satisfactory, many facts were established, and information of great value was gained regarding the design and operation of such plants.

Analyses of the gases given off from the vents of digesters before and after passing a barometric condenser showed that the carbon dioxide, which amounted to 45.2% before passing the condenser, was reduced to 6.2% after passing it, which indicates the efficiency of the condenser in absorbing condensible gases. The odors from digesters were found to be due primarily to the sulphur compounds and to a less extent to essential oils.

Tests to deodorize the vent gases entirely eliminated the odors by washing the gases in a solution containing small quantities of sodium and calcium hypochlorite (chloride of lime). It was found that 10 cu. ft. of gas could be deodorized in 150 cu. cm. of calcium hypochlorite solution containing 4 parts of available chlorine in 1 000. Gases treated by heating alone were not deodorized, but when heated to 1 100° Fahr., the sulphur compounds changed to sulphur dioxide which was soluble in water; so that by washing after

heating, complete deodorization was obtained. The commercial application of the calcium hypochlorite solution in washing gases was difficult in practical operation, and the method of heating and then washing showed the greatest possibility of application.

Since this investigation, developments have been undertaken whereby gases carrying odors are treated with chlorine gas. The results have not yet been determined by analysis, although where the chlorine gas has been applied to digester vent gases, the characteristic odor is not noticeable at the point of discharge. It has not been determined whether the odor is disguised or masked by the chlorine gas or whether chemical action deodorizes the gases.

Where the direct heat dryers were used, the volume of gas given off was excessive. From 175 000 to 200 000 cu. ft. of gas per min. escaped from the dryers in the plant of the Sanitary Utilization Company. The cause of odors in dryer gases is due largely to the scorching or burning of the material and a sweetish and caramel odor is produced, due to the scorching of sugars. In making tests, dryer gases were completely deodorized by washing, the elimination of odors by scrubbing being in proportion to the degree they were washed. It is difficult in washing gases to eliminate the odor entirely, although it is possible. Heating the dryer gases to a temperature of 1 800° Fahr. eliminated the odor; they were also completely deodorized in calcium hypochlorite solution.

Experiments to ascertain whether the odor could be eliminated by the dilution of gases with air, showed that the odor was still distinct in 1 part of dryer gas with 400 parts of air; that it is characteristic of this gas to travel more or less in pockets and not diffuse readily with the air; and that it is not feasible to depend on the dilution of dryer gases to eliminate odors.

The elimination of odors from handling materials, as well as plant and room odors, is a problem to be considered in the design of plants. With suitable methods adopted for their control, and attention in operation, they should not give rise to objection. It is fundamental, however, in the operation of disposal plants that the first object should be the elimination of the production of odor, thereby making it unnecessary to provide means for deodorizing.

The statement made by Mr. Tribus that, although it was possible to operate the Staten Island plant without offense, it was not practical, is not borne out by fact. The financial results obtained by the company would have been greater if the plant had been operated without offense.

The Staten Island plant uses the Cobwell process, which differs from the digester system. In the digester system the garbage is sealed in tanks or digesters and live steam is admitted for cooking. The digesters must necessarily be vented to insure a supply of steam for raising the temperature of the material. After digestion, the material is pressed, and the solids are dried. In the Cobwell process a reducer with a steam jacket is used and the garbage in this reducer is submerged in a solvent for the grease, which acts also as a dehydrating agent. Water or steam vapors combined with solvent vapors leaving the sealed reducer pass through a vent pipe to the condenser,

where they are practically all condensed. Tests showed that the vapors given off from the reducers, after passing the condenser, were odorless.

There is no question regarding the odors referred to by Mr. Tribus from the Staten Island plant. From the speaker's observation they were detected at a distance of from 3 to 4 miles. The odor was not the same as that from the plants on Barren Island, where the digester and dryer systems were used. In all probability, most of the odor given off was the result of the operation of the plant without proper sealing, which allowed the gases to escape directly to the atmosphere without passing through the vent line to the condenser. This is borne out by the results of investigation as well as from operation, and is the cause of the great loss in solvent which resulted from this practice.

The speaker was in charge of this plant during the first two months of operation, during which time it was found, not only possible but practical, to operate without producing gases having odors. During this time, from daily inspection and study, the odors emanating from this plant were never noticed off the property on which it was situated. The experience of the company in regard to loss of solvent demonstrated that it did not pay to permit odors to escape, for with the escape of any gas from the reducer there was a corresponding loss of solvent.

The statement made by Mr. Tribus that slaughter-houses have gradually and almost ceased to be offensive is not fully borne out by investigations of this industry. In many cities, as in former years, they are either tolerated as a necessary evil, or there is continual agitation and occasional litigation in regard to them.

Mr. Tribus states that "the real point of importance, however, is the distance that smells travel and their actual effect on human beings". Is it not of greater importance to determine the source and the necessity of the odor. In most cases, the source can be determined and the emission is unnecessary.

A survey of the past efforts and policies of municipalities with reference to this subject, reveals a lack of attention given to the problem. As long as municipalities expend no greater effort toward an engineering solution of the garbage disposal problem in the design of municipal plants, and continue the practice of awarding short-term contracts for the disposal of garbage, whereby the contractor must charge off his investment during this short term, attempt to pay dividends from the earnings under the contract, and, at the same time, meet competition as to price, just so long will the same results be obtained as at present, from a large number of plants.

This statement should not be taken to mean that all disposal works should be municipally operated, but each municipality should control not only the operation but the initial outlay in order not only to safeguard the city against objectionable methods, but from an economic standpoint as well. The continued unsanitary results, agitation, and litigation that have accrued are only natural, and so long as present practice is continued, so long will objections and litigations continue.

The statement by Mr. Tribus that the garbage reduction plant on Barren Island was "for years synonymous with stench", is true, but he is mistaken in that the plant was closed due to legal action. It was closed because the owners

did not secure a renewal of their contract with the city. An injunction, however, was granted forbidding the operation of The Products Manufacturing Company's plant on Barren Island, where, under contract with the City of New York, dead animals were rendered. The injunction prevents only operation whereby a nuisance is created, and the plant is still operated, and from all intents will continue to be operated until it is proven a nuisance. Since this injunction was granted the City of New York has awarded a new contract to the same company for the disposal of animals.

It would seem that greater results could be obtained if the public would look to the city for improvements and relief rather than to the Courts. "Control by anticipation" raises a difficult question and it is doubtful whether little would be gained, as compared to the results that could be obtained if the responsibility for securing the best method were placed on the municipality.

The developments to date in the elimination or non-production of odors have not resulted from any powers that could be granted pertaining to control by anticipation, but from adverse rulings and Court decisions, making it necessary to improve conditions in order to safeguard investments. There is a possibility that control by anticipation would have a tendency to retard development.

Little was known about conducting garbage reduction plants until the municipalities entered the field. Some advance has been made, from necessity more than from actual study and attention to the development of the systems. When the same attention is given to this problem, as to many other municipal problems, and plants are constructed as permanent investments, advancement may be expected.

Rudolph Hering,* M. Am. Soc. C. E. (by letter).†—The writer is pleased that the author has presented the results of his experience in regard to a subject which has been surrounded by much indefiniteness, ignorance, and prejudice. More facts based on reliable data were needed to form a fixed foundation for judgment, some of which the author has supplied.

Sentimental and personal perception play a large rôle in this subject; but thorough analyses and more impersonal data will help to reach useful conclusions.

Seven years ago, the writer presented a paper before the American Public Health Association on "The Prevention of Odors at City Refuse Disposal Works". As some of the data contained therein may contribute toward an explanation of this subject, a few of them will be repeated.

An odor is perceived by the stimulation of a small area, less than that of a one cent piece, near the upper end of the nasal duct. The normal excitation is caused by the impingement thereon of molecules of matter, either in a solid, colloidal, liquid, or gaseous form. That odorous air absorbs more heat by the addition of these molecules than pure air, was proved by Tyndall. That its specific gravity was increased sufficiently to retard the diffusion was

* Upper Montclair, N. J.

† Received by the Secretary, November 16th, 1921.

proved by Tigerstedt, who likewise proved that odorous vapors are condensed by absorption at the surface of glass, paper, water, skin, and clothing. Odor molecules detach themselves from the surfaces by evaporation, oxidation, or by hydrolytic decomposition, and may be carried some distance in currents of air.

Some scientists have believed that only gases stimulate the olfactories. Others have demonstrated that liquids, such as sulphate of magnesium, also convey odors. Sharks have a well developed sense of smell.

Odors can be perceived more readily when the air is moist than when it is dry. A dry membrane in the nostrils cannot detect odors, nor does it always respond when the nostrils are completely filled with a liquid, even with eau de cologne. Some persons are incapable of detecting certain odors, such as vanilla, violets, and some faintly burning vegetable matters. The olfactories can tire of some odors and fail to respond; and yet at the same time they can perceive a sudden appearance of other odors. Nagel found that two or more entirely different odors may cause a composite odor, entirely different from either of the originals. Four grammes of iodoform can be made almost inodorous by 200 mg. of Peru balsam, as proved by introducing the two substances separately into the two nostrils. It was also found that the odors of paraffin introduced into one nostril will completely neutralize the odor of rubber, when a certain portion is introduced into the other nostril.

Prejudice has terminated in lawsuits, at times, as evidenced by complaints made of odors of burning garbage, when the actual cause was neighboring plants producing other offensive odors and when, in a new plant, smoke was seen to rise from the incinerator chimney and the plant was only being tested with preliminary coal fires.

Further, it must be realized that the odor particles are of different sizes. They are largest when in solid and smallest when in gaseous form. The odors escaping from incinerators are due usually to unburnt solid particles. As long as they drift in the air current from the chimney they will be noticeable, even for miles, in the form of, as it were, invisible clouds. The writer remembers such a case in Staten Island when suddenly in a clear sky and on an elevated bluff a strong burnt-garbage odor was apparent, brought by a gentle wind current straight from a refuse incinerator about two miles distant. It is evident that in discussing the question of odors many fundamental facts must be considered.

The intensity of odors is affected by temperature. If organic matter is burned at about 1 800° Fahr., no odor will result, nor is such matter offensive when it freezes. The most intense odor generally results between temperatures of 90 to 150° Fahr. Dryness likewise controls odor intensity as has already been stated. In a dry climate, odors disappear rapidly.

Odors arising from gas particles which can easily decompose in the air, such as sulphureted hydrogen, disappear more quickly than when they arise from solid or colloidal particles.

From splashes or sprays the odors from sewage are increased when not only gaseous, but also colloidal, particles are thrown in the air, and drift quite a distance. Air from filters, sprinkled with putrefying sewage is often foul-

smelling and is noticeable much farther than the air drifting over a quiescent sewage bed. Dilution of the foul air from the dryers at garbage reduction works, in the proportion of 1 to 500, has destroyed its odor.

When sewage containing odorous gases in solution or suspension, is discharged in streams, an odor has been perceptible near the water surface, even several miles below the plant. The odors after their escape, however, disappear very quickly, as they consist chiefly of gases, and not of colloids or solids.

As already stated, odorous particles suspended in the air, when adhering by absorption to surfaces of walls, clothing, etc., may persist for a long time. They can be removed by brushing and by washing down with blasts of compressed air directed against the surfaces. They can also be removed from clothing by exposure to sunlight.

From the facts known at present it is possible to reduce materially, and even prevent entirely, the odors arising from refuse disposal and sewage works, by a careful study of the specific conditions.

OLIN H. LANDRETH,* M. AM. SOC. C. E.—A consideration of the travel habits of odors will readily indicate that they are lawless creatures, going with the wind which "bloweth where it listeth"; still, in their travels, they must be placed in the class of "short haul" rather than "long haul" traffic.

However, in this "short haul" travel, odors are no respecters of persons, nor of boundary lines, either private, municipal, or State, and, as a consequence, are occasionally found in jurisdictions to which they are not native, and even sometimes in adjoining States.

Since odors may be disagreeable, or offensive, or sometimes even seriously injurious to persons or property interests, they are frequently proper subjects for repression and abatement. When the occurrence of odors becomes serious enough to be a violation of law, whether common or statutory, that law may be invoked to repress those odors. Such legal repression or abatement is not always a simple or easy matter, even when the injury is suffered in the same legal jurisdiction as that in which the odors originate, but when the cause and the effect lie in different legal jurisdictions, and especially in different States, the problem of abatement is a still more serious one. It is not easy to reach across a State line and repress an odor.

Two instances will be cited where odors in their travels have ventured across State lines and have been abated by legal measures; in the first, by the legal remedies constitutionally provided and usually followed in such cases; in the second by creating, under what were rather unusual conditions, a novel form of legal relief, more expeditious and apparently as satisfactory in results as the usual form.

The first case is that of the fumes from the plants of two copper smelting companies at Ducktown, Polk County, Tenn., near the southern border of the State, which fumes were the cause of serious injury to property interests across the line in the State of Georgia.

* New York City.

The efforts of the injured parties to obtain relief by private litigation proved unsuccessful, and the State of Georgia finally sponsored the cause of its citizens who had suffered injury and, in October, 1905, brought an action for injunction against the two corporations in Tennessee responsible for the production of the injurious fumes, which, having destroyed all vegetation in sight in Tennessee, crossed over into Georgia and caused the injury to vegetation and animal life there complained of.

The defendant corporations were the Tennessee Copper Company and the Ducktown Sulphur, Copper and Iron Company. As one of the parties to the litigation was a sovereign State, the case was necessarily brought as an original action in equity before the United States Supreme Court.

The Tennessee Copper Company's plant is about ½ mile from the Tennessee-Georgia line, and the Ducktown Sulphur, Copper and Iron Company's plant is about 2½ miles from that line. The injuries suffered were from large volumes of sulphur dioxide discharged by both plants, originally from the ground-roasting of the ore, and, later, from the smelting furnace chimneys.

The copper ore used by both companies was a mixture of pyrrhotite and chalcopyrite carrying slightly less than 2% of copper and about 20% of sulphur. The Tennessee Company used about 450 000 tons of this ore per annum, and the Ducktown Company about 200 000 tons, and prior to the filing of the action, the two defendants probably discharged into the atmosphere about 240 tons of sulphur per day.

Like all original actions before the U. S. Supreme Court, testimony was taken before a commissioner, the hearings were widely separated and long drawn out, and at irregular intervals the Court itself heard motions, made rulings, delivered opinions, and finally in the case of the Ducktown Company, issued a decree granting a partial injunction which required the company to restrict the discharge of gases to the equivalent of 20 tons of sulphur per day during the growing season from April 10th to October 1st of each year, and to 40 tons per day during the remainder of the year.

In the case of the Tennessee Copper Company, the Court recognized a stipulation entered into with the State of Georgia, by which the State of Georgia agreed to refrain from asking a decree of injunction prior to October, 1916, on condition that the Copper Company would: (*a*) provide a fund annually to compensate injured parties in Georgia; (*b*) conduct its plant subject to inspection in specified ways; and (*c*) between April 10th and October 1st of each year limit the smelting of green ore to such amounts that the sulphur dioxide therefrom could be taken care of by its sulphuric acid plant when working at its normal full capacity. This arrangement between the State of Georgia and the Tennessee Copper Company still continues, and the case before the Court is continued indefinitely, no decree having ever been issued against this defendant. The awards of damages to Georgia claimants, the administration of the indemnity fund, and the compliance generally with the terms of the stipulation, are determined by a permanent commission of three members, of which one is chosen by the Tennessee Copper Company, and one member and an arbitrator or umpire by the State of Georgia.

During the past three years the defendant Ducktown Company has also been permitted by the Court to operate under this same stipulation conjointly with the Tennessee Copper Company. Each of the two defendants contributes annually to the indemnity fund a fixed proportion of the total awards made.

Thus, after many years spent in litigation before the U. S. Supreme Court, without including the previous period of litigation as private individuals, a reasonably satisfactory adjustment was finally reached.

The second instance cited of inter-state odors is that which Mr. Tribus simply refers to, namely, the case of the West End Association and the City of New York, Plaintiffs, *versus* The Barrett Company of West Virginia, The Corn Products Company, The General Chemical Company, The Midland Linseed Products Company, The Valvoline Oil Company, The Bulls Ferry Chemical Company, and Spencer Kellogg and Sons, Defendants.

This case is cited solely because of the very novel and original form of legal remedy invoked. During and before 1916, the defendant corporations which had manufacturing plants at or near Edgewater, N. J., on the west bank of the Hudson River opposite West 80th Street to West 110th Street, New York City, were, or at least some of them were, producing at their New Jersey plants offensive odors. These odors were blown across the Hudson River and greatly annoyed the citizens of New York City living on or near the east bank of the river opposite the plants in question. An action had previously been brought in 1915 by the Attorney General, representing the State of New York, before the U. S. Supreme Court for an injunction to restrain the offending New Jersey corporations from discharging the objectionable odors. Beyond having some investigations made by the State of New York, the case was never prosecuted and still lies dormant. A strong local civic organization called the West End Association being already active in the locality affected by the fumes, took up the matter for the citizens. Instead of resorting to the usual litigation, either as private plaintiffs before the Federal District Court, or through the case already brought by the State of New York as plaintiff before the U. S. Supreme Court, as was done in the Georgia-Tennessee copper case cited, and in the New York *versus* New Jersey Bayonne fumes case, also referred to by Mr. Tribus, the West End Association developed the following form of relief.

An Act of the New York Legislature was procured, being Chapter 292 of the Laws of 1917, amending the general corporation law which constitutes Chapter 23 of the New York Consolidated Laws. This amendment, which became Article 9-A of the General Corporation Law, provides in Section 200:

"That any domestic or foreign corporation which shall so conduct its business without the State by the emission or discharge of dust, smoke, gas, steam, or offensive, noisome or noxious odors or fumes, so as to unreasonably injure or endanger the health or safety in this State [New York] of any considerable number of the people of this State, shall be deemed guilty of a nuisance, and the charter of such corporation if incorporated, or formed by or under any law of this State shall be deemed forfeited in the manner prescribed in this Section, or its certificate of authority to do business in this State [New York] if incorporated or formed under the laws of any other State shall be declared revoked and annulled in the manner prescribed in this Section and in either case shall not be revived except as prescribed in the next Section."

The law also provides the following procedure: Complaints shall be made to the State Commissioner of Health. He shall cause a copy thereof to be served on the corporation complained of, requiring that the matters complained of be abated, or that the charges be answered in writing within a time specified. If the charges are not thus satisfied, and if there appear to be reasonable grounds therefor by the State Commissioner of Health, he shall cause such charges to be investigated and shall fix a time for a hearing on such complaints. If the State Commissioner of Health after hearing and investigation shall find that such corporation is conducting its business without the State so as to injure or endanger unreasonably the health or safety in this State of any considerable number of people of this State, he shall file his findings in duplicate with the Secretary of State and with the Attorney General. A certificate of the Secretary of State giving notice of the filing of such findings shall be served on the corporation if domestic, or on the designated agent of a foreign corporation authorized to do business in the State, and thereupon the charter of such domestic corporation, or the right of a foreign corporation to do business in the State shall be suspended for thirty days. If at the expiration of that period, the State Commissioner of Health shall on further investigation and hearing render a finding that the nuisance is continued, he shall cause a notice of such determination to be served on the corporation or the designated agent of a foreign corporation, and published once a week for two successive weeks in the official State paper. On the tenth day of such service and publication, the charter of the said corporation if domestic, or the certificate of authority to do business in the State if a foreign corporation, shall be deemed to be forfeited.

Any person who shall attempt to exercise any powers under the charter or the certificate to do business, which has been so revoked or forfeited, shall be guilty of a misdemeanor. If the charter of a domestic corporation has been forfeited, the Attorney General shall apply to the Supreme Court for the appointment of a receiver of the property, who shall have all the powers and duties, as far as is practicable, which are prescribed by Articles 10-A and 11 of the General Corporation Law. The Act also provides for the reinstatement of a charter or of the authority to do business, after the nuisance has been discontinued, and after a suitable guaranty has been furnished that the corporation will not longer maintain such nuisance.

Equipped with this new form of legal relief, the two plaintiffs in this action, representing and acting for a large number of private individuals and, perhaps, some firms and corporations, who were suffering from the odors, commenced proceedings in the summer of 1917 against the defendant corporations under the new law before the New York State Commissioner of Health. Two separate investigations were instituted: The first by the plaintiffs to establish in some detail the facts on which to elaborate the charges, to establish the general feasibility of abatement, and to base the examination and cross-examination of witnesses; the second, later, by the State Commissioner of Health to supplement the testimony developed at the hearings, on which to predicate the findings. Under the first investigation, the inspection of the plants of the defendant corporations clearly showed that the occurrences

of odors causing offense in New York City could be grouped into two distinct classes: (1) those resulting from the usual, normal operation of the several plants, which, while fairly constant in character and volume at the plants themselves, nevertheless produced widely varying degrees of offensiveness in New York City, depending on the direction and force of the wind, and on the humidity and temperature of the air; (2) those resulting from the occasional (originally frequent) lapses from normal operation of the plants, due to carelessness, interruptions, changes, etc.

The results of the litigation have been generally favorable. No charters or certificates of authority to do business in New York State have been forfeited, or even suspended. The immediate effect of the commencement of the proceedings was to diminish very considerably the frequency and severity of the spasmodic or occasional odors of the second class. In addition, the defendant corporations which were the worst offenders, have made extensive efforts toward abatement by experimentally introducing various means of preventing, absorbing, and neutralizing the fumes which cause offense in New York City. The results of these efforts, which are still being continued, have even thus far been fairly effective.

The hearings and investigations by the State Commissioner of Health are still continued at infrequent intervals, mainly for the purpose of determining the progress in abatement accomplished by the defendant corporations at the plants, and of giving them further time in which to perfect their improvements. The West End Association, as well as the City of New York, maintains a vigilant and stimulating watchfulness of all proceedings and developments, and as plaintiffs are represented of course by counsel at all hearings and conferences. Thus, sanitary science has acquired another legal weapon with which to combat the nuisances arising from "some inter-state odors".

It will surely not be deemed inappropriate at this time to pay a tribute to a former Deputy Corporation Counsel who originally represented New York City as one of the plaintiffs in this case, the late Dr. W. J. O'Sullivan, physician, chemist, lawyer, gentleman, whose high personal character and unique and diversified qualifications for the difficult task of directing litigation in many highly technical matters, made him a remarkable legal character. His habitual thoroughness in preparation and faithful adherence to duty led him in the initial stages of this case to expose himself to injury from nauseating fumes, which injury was the primary though indirect cause of his ultimate untimely death. His memory as a man, a technician, and an attorney will be held in high esteem and warm affection by those who knew him intimately.

This form of legal remedy for injuries caused within a State by extra-State corporations is believed to be novel, and the present case of the West End Association and New York City against the New Jersey corporations is the first brought under the new law of 1917. It would seem that, with proper State legislation, this remedy should be applicable in other States and to other inter-state wrongs than odor nuisances, namely, to the cases of the diversion, to the interruption of flow, or to the pollution, of streams flowing through or past one State into or past another State, except in the case of

streams which are debarred from State jurisdiction by reason of their being Federally navigable or otherwise subject to Federal jurisdiction.

It is hardly necessary to point out that the efficacy of this form of remedy, as far as it relates to foreign corporations, depends entirely on the degree of importance which the erring foreign corporations attach to the privilege of doing business in the State of which the complainants are citizens.

ANDREW J. PROVOST,* JR., ESQ. (by letter).†—The author has performed a real service in calling professional attention to the obstacles in the presentation before the Courts of specific, conclusive scientific evidence regarding odor nuisances.

In other nuisance evidence, such as relates to liquid wastes, the camera, volumetric measurement, laboratory analysis, etc., can be counted on to support and to lay the foundation for an expert opinion. In regard to the smoke nuisance, also, various supporting data are obtainable. On the questions of odors, however, the expert is unable to justify his opinion otherwise than by his sense of smell, which, to the Court, must appear little different from that of the lay witnesses.

If the expert could state that he was familiar with the process of the plant, the chemical combination of the gases discharged, and the constituents thereof which produce odors; that he had isolated from the atmosphere at certain distances from his plant odor-producing elements and had subjected these to analysis according to standard technique and had identified them as the same as those produced in the defendant's plant, and that he knew from observation and study that these elements are injurious or non-injurious, as the case may be, to the health and comfort of normal human beings, how different would be his position before the Courts. Possibly he will never be able to do this, but he can, perhaps, accomplish more for human comfort by working within the plant, by perfecting methods such as have been described by Professor Whipple, whereby the odors produced in the offensive trades will be absorbed, neutralized, or destroyed before reaching the atmosphere.

Some of the problems thus far studied would include: Garbage reduction works, slaughter-houses, piggeries, fish-rendering works, sewage treatment works, etc.

Garbage Reduction Works.—Many engineers began their experiences with the Barren Island plant, referred to by the author, and have appeared as friendly advisers or as hostile critics to its managers, at one time or another, during the past thirty years. It seems unlikely that another plant on such a scale will again be attempted and attentions and studies are directed to other types of plant, to better methods of operation, and to the evolution of more efficient operatives.

Slaughter-Houses.—The establishment of large abattoirs in the thickly populated centers, has resulted in intensified effort on the part of many operators to avoid the production and escape of odors. In some instances, chemicals which are quite effective in neutralizing certain peculiarly offensive

* New York City.

† Received by the Secretary, November 26th, 1921.

odors, have been tried experimentally by the writer for the neutralization of other types of odors without much success.

Piggeries.—Offensive piggeries still exist, although it has been proven that the fault lies with the operator and not with the hogs. During the World War, many of the worst types of such plants were built, which defied regulation. Injunction proceedings were resorted to in some cases, but the general need for pork and the fact that the hogs consumed military camp garbage, secured immunity from successful prosecution.

Fish-Rendering Works.—Numerous large establishments exist, usually in quite isolated locations, for the extraction of oil from fish. The waste products consist of a slimy, liquid gurry and a comparatively dry scrap. The scrap is used as a fertilizer base and, if immediately treated with sulphuric acid to fix the ammonias, it is not particularly offensive, even if stored for considerable periods in large quantities. The gurry which cannot be discharged into streams without visible nuisance, is usually treated in tanks to precipitate the grosser organic solids. Fermentation results in an odor indescribably offensive. As the result of complaint and State action in some cases, condensers have been erected, which are effective in disposing of gurry wastes without the escape of odors and, at the same time, have conserved an appreciable part of the available nitrogen. A plant of this kind, which was threatened with an order to suspend operations, was modified by the writer to such an extent that complaint was withdrawn.

Sewage Treatment Works.—The cause for odors in and about a sewage treatment plant usually arises from ignorant, incompetent, or careless operation. There are, however, certain odor-producing processes which can be largely controlled by the designer. It is known that the odors which travel farthest and which cause the most complaint are produced by spraying the effluents from sedimentation tanks in the operation of open sprinkling filters and by the open lagooning or drying of sewage sludge. In certain cases of this kind, nuisance odors persist to distances as great as ½ mile or more. The writer has been able to control these odors so as practically to avoid all complaint, even in plants located in the midst of settled communities, by housing the sprinkling filters and the sludge bed areas. The gases are then either re-absorbed by the effluent liquid or are discharged in such uniform, small quantities as to be substantially unappreciable.

Engineers who design apparatus for handling and disposing of offensive products and wastes are justified in demanding the highest efficiency in operation and regular supervision of the plant.

Odors travel usually in the direction of the wind and are frequently unnoticeable in other directions. In the absence of wind and vertical atmospheric currents, with a high barometer and with fog or mist, there appears to be a tendency for the odor-carrying gases or vapors to combine with the atmospheric moisture and to travel with it, close to the ground, until gradually released.

The plea made by the author for regulation of offensive trades by imposing restrictions on the installation of equipment and proposed methods of

operation, instead of waiting to abate a nuisance after it is created, appears to be sound and deserves careful consideration.

Research along many lines is required before sufficient knowledge of handling putrefactive and fume-producing products is acquired to permit experts to go before the Courts and satisfy them beyond a reasonable doubt that as planned a certain project will or will not create a public nuisance.

In cases where the nuisance has been created, the Courts have held, as cited by W. H. Dittoe, M. Am. Soc. C. E., in his monograph, "How to Control Nuisances from Offensive Trades", that:

> "It is no defense to an indictment for maintaining such a nuisance, that the business, trade, or occupation which occasions it is a useful one, or that it is really a public benefit, contributing largely to the enhancement of the wealth, prosperity, or commercial importance of the community, or that it furnishes, on the whole, a convenience to the public which more than counterbalances the detriment it occasions. For if it is in reality a nuisance or operates as such on the public, no measure of necessity, usefulness, or public benefit will afford a justification for maintaining it. Nor is it any defense to show that the business is carried on in the most prudent and careful manner possible; that the most approved appliances known to science have been adopted to prevent injury. The question of care is not an element in this class of wrongs; it is merely a question of results, and the fact that injurious results proceed from the business, under such circumstances, would have a tendency to show the business a nuisance *per se,* rather than to operate as an excuse or defense, and the Courts would feel compelled to say that, under such circumstances, the business is intolerable, except when so far removed from residences and places of business as to be beyond the power of visiting its ill results on individuals or the public."

No doubt there are special and unusual cases of odor nuisance which are entitled to a somewhat different viewpoint. The writer has in mind some experiences resulting from his service as sanitary expert during the construction of the Catskill Aqueduct. For a distance of about ten miles, this work ran through the Croton water-shed, which at that time was furnishing most of the water supply for the City of New York. Several thousand workmen were employed, most of whom were housed in regulated labor camps. When it was contemplated to commence this part of the work, the decision was reached that all human wastes must be kept from the streams and water-courses and that the most effective means would be secured by incineration. Removable, water-tight receptacles were provided for the entire line of the work. These were collected daily and their contents burned in various types of furnaces. The strange, original character of odor produced was at the first experience quite startling. The gases, due to their high temperatures, were very volatile and were most noticeable at considerable distances and usually on higher ground. By carefully selecting the sites of the furnaces, it was generally possible to minimize the odor nuisance, and although the practice of night soil incineration was largely extended to the other sections of the work, throughout a length of about 100 miles, very little complaint was made. Possibly, this was because people felt the annoyance was only temporary and that its presence was justified largely by the necessity of safeguarding the sanitary condition of the streams.

Had the complaints been more numerous and severe, it is quite possible that means might have been provided for reducing the odors by smoke consumers of suitable type. During the five years' occupancy of the Croton watershed not a case of typhoid developed among the force employed, nor at any time was there any suggestion made that the sanitary quality of the water supply of the city had been impaired.

If injunction had been sought against the odors from these incinerators, it appears highly probable that neither the Courts nor any expert board would have felt that the alleged discomfort caused by their operation was paramount to the necessity of safe-guarding the water supply of a great city.

Garbage and other putrefactive organic wastes must of necessity be destroyed in the most rapid manner practicable, and this necessity imposes the obligation to devise apparatus and methods of operation which will avoid, so far as possible, cause of offense and discomfort to individuals and the public.

Robert Spurr Weston,* M. Am. Soc. C. E.—The speaker will confine himself to a discussion of three odors: First, those given off by sugar-house waste; second, those given off by wastes from the manufacture of lactic acid; and, third, those produced by oil refineries.

In the manufacture of sugar, cane juice is expressed; the water is evaporated from it in multiple effects and vacuum pans; and cane sugar is obtained from the concentrate by crystallization. The distillate which contains considerable sugar, is usually wasted, together with some organic matter and some press-cake water containing organic matter, including various gums and sugar. Cuban sugar operations are conducted in the dry season and the wastes are discharged into lagoons or dry arroyos. These wastes begin to ferment even before they leave the sugar-house, which results in a vile odor from the hydrogen sulphide mixed with acid and the organic compounds containing sulphur; there is no odor much more disagreeable. Starch factory waste is nearest in the odors given off; but most of the starch factories, are located in cooler climates, and the nuisance is not so great. Those who have been through Cuba have experienced this odor from sugar-house wastes, and have noted the effect of the waste on the streams. The remedy for this odor lies in a better method of waste disposal, which has not yet been attained.

Lactic acid is made by hydrolyzing starch and fermenting the product. The principal source of starch is vegetable ivory, a dense tuber from Africa, which ferments, producing lactic acid. This acid soon accumulates, and inhibits the growth of the bacteria of fermentation. Fermentation starts again after lime is added. In a short time, the process reaches its limit, and the lime and organic matter are precipitated. The precipitate is removed by filtration, and the filtrate containing the lactic acid is concentrated in vacuum pans. If the various wastes from this process are discharged into a lagoon or a stream where dilution is insufficient, they ferment with the production of butyric and other organic acids, hydrogen sulphide, and also compounds of sulphur and organic matter. Between New York City and Boston, Mass., a

* Boston, Mass.

plant was started during the war, and continued until it was put out of operation in 1919 by the action of a town board of health. The odor from the untreated waste was observed at times 2½ miles away and white lead paint within a radius of ¼ mile was turned black by the sulphur gases given off.

During the last year the speaker has dealt with the odors produced by oil refineries, which odors Mr. Gage has also described. The source of fuel oil, is crude petroleum, and refineries are using more and more Mexican oil which is rich in sulphur. This oil is split by distillation into fractions, the lighter fractions being kerosene and gasolene. A refinery sometimes produces lubricating oils, gas oils, fuel oil, and, in addition, the heavier products, such as paraffin, asphalt, and coke. For many generations the people of Massachusetts have been accustomed to the odors produced by the drying of the descendants of the "sacred codfish"; but oil odors are new and terrifying. Not only were objections made to the odors from the newly constructed refineries, but the smoke produced by the burning of oil was also a cause of complaint. Coal furnaces which had been hastily altered to burn oil, frequently produced a sulphurous smoke, particularly on Monday morning when late firemen tried to make up for lost time. Where the vapors and smoke were uncontrolled, conditions became so that people closed their windows at night to shut out the bad smells, and cases of nausea and vomiting were common.

Economic conditions demanded oil for fuel, and more refineries were completed. Locations were often unwisely chosen, and neighboring districts were gassed until the residents rebelled. This intolerable condition resulted in a demand for the cessation of either the odor or of oil refining. Certain refineries have stopped odor production; others have been forbidden to perform certain offensive operations, such as making coke, etc.

The means taken by certain refineries to control the production of odors have not been successful, their failures having been due to poor engineering, and especially to poor management, rather than to inherent difficulties. The most successful plants have either put all the refining apparatus, including tanks, under a vacuum system, and have passed all the gases through a fire, or subjected them to treatment by washing with some of the raw material going through the process; that is, the counter-current principle has been applied by washing the distilled gases with the raw material about to be distilled.

The washing of gases in water simply transfers the odors to the water which has at least as much tendency to give off gases to the air as the oil itself, and very often the discharged wash water simply transfers the odor to another location.

In observing an odor-producing plant, the first effort should be to make the adjectives which have been used so generally to describe odors, to mean something. One way of doing this is to have the smelling systematic, that is, locate the odors from the leeward side of the plant, in order to determine the distance an odor can be detected under various air conditions. By plotting the observations day after day, one can obtain a graphical representation of the characteristics of any plant for odor production.

In order to make the record of one gas more complete, the speaker's firm, with the aid of the Wallace and Tiernan Company, Incorporated, adapted what is known as the Palmer dust apparatus for measuring the hydrogen sulphide in the air. The method was more delicate than the human nose, which, ordinarily, was able to detect about 1 part of hydrogen sulphide in 10 000 000 parts of air. This is a low concentration, but with the apparatus referred to, as little as 15 parts of hydrogen sulphide in 1 000 000 000 parts of air could be detected or about one-eight of the quantity which the observers could smell.

This Palmer spraying apparatus is really a nebulizer, which absorbs gases passed through a nebulized absorbent. It consists of a U-tube with a condenser, through which air is drawn by a fan and connected with the fan is a Venturi meter. It was customary to draw 100 liters of air through this device in 4 min.; 100 liters is about equal to $\frac{1}{2}$ bbl., so that a considerable sample of air was tested at one time. By having three assistants cover the 24-hour period, an accurate record of the hydrogen sulphide content was made. In the tests, 35 cu. cm. of $\frac{\text{Normal}}{10}$ caustic soda was put in the U-tube. The air was then drawn through the liquid which nebulized and absorbed the gas. The caustic soda solution was then washed out of the U-tube and the hydrogen sulphide determined by titration with $\frac{\text{Normal}}{1\,000}$ iodine solution, using starch for an indicator.

This apparatus was tested thoroughly, and it was found that it would absorb all the hydrogen sulphide from the air passed through it and also any sulphur dioxide. Furthermore, it had an accuracy of $\pm$ 15 parts in 1 000 000 000.

It is well that engineers are attacking this odor problem. Sanitary engineering was a combination of bacteriology, chemistry, climatology, hygiene, and civil engineering. This new work which the speaker hopes will not be given a new engineering name, includes also meteorology, physics, and chemical engineering. The concentration of population and the rising esthetic standards will make work for engineers in these new fields.

ALEXANDER POTTER,* ASSOC. M. AM. SOC. C. E.—A few years ago, the speaker was asked to investigate the existence of odors in certain sewers. In the course of the investigation, the question of the travel of odors through sewers was studied and some interesting results were obtained both as to their direction and rate of travel. It was found that offensive odors were given off thousands of feet down stream from the point of emanation.

About twenty years ago, the speaker constructed a system of trunk sewers for a number of municipalities in New Jersey, including portions of the Cities of Elizabeth, Newark, Summit, Irvington, South Orange, West Orange, Millburn, and other places. During the construction of this system of trunk sewers, he also had supervision of the construction of most of the lateral systems within the confines of the various municipalities. Flush tanks were recommended and constructed throughout most of the lateral systems, but the main

* New York City.

house-trap was omitted through most of the district, ventilation taking place through the house-risers.

In only one municipality did the local health authorities insist on the use of the house-trap, but, in order to economize on water, flush tanks were not put in service, dependence for flushing being placed on the use of a hose stream in the upper end of the sewers. As often happens under such conditions, the sewers were not flushed for weeks and months at a time.

Although the conditions as to capacity, flows, grades, and velocities were similar throughout the entire district, complaints were made from time to time about odors along the Joint Trunk Sewer through this municipality, which was built at joint expense to provide sewerage facilities for certain outlying districts.

Repeated examinations of the Joint Trunk Sewer disclosed nothing that would justify the conclusion that the odors in this section of the trunk sewer had their origin therein.

The speaker's contention was that the odors were caused by unsanitary conditions of the lateral sewers, from which odors found their way down grade into the Joint Trunk Sewer. The air space above the flowing sewage in the Joint Trunk Sewer was proportionately very much less than the combined air space in the many contributing laterals; therefore, as the foul air found its way down stream to the Joint Trunk Sewer, it was forced out through the manholes, the quantity fluctuating with the volume of sewage during the different hours of the day.

It is a popular belief that the direction of the flow of sewer air is up hill. Experiments were made to substantiate the theory that the flow was down hill. At certain points along the Joint Trunk Sewer and the lateral sewers, smoke balls were introduced and the direction of the smoke was noted. The velocity of the smoke and its volume passing down the sewer, together with the velocity of the flow of the sewage, is indicated in Table 3.

TABLE 3.—Summary of Experiments to Determine Movement of Air in Sewers, October, 1916.

No. of experiments.	Sewer:		Average Velocity:		Ratio, in percentage.	Movement of air, down stream, in cubic feet per day.
	Size, in inches.	Grade, per hundred.	Sewage, in feet per second.	Air movement, in feet per second.		
1	8	1.9	1.6	0.32	20	20 300
2	12	0.25	3.2	0.24	8	12 100
3	10	2.3	4.0	1.50	35	60 100
4	10	0.84	3.4	1.20	35	125 000
5	10	0.84	3.4	1.12	33	121 000
6	10	6.5	2.7	2.38	88	89 700
7	15*	0.56*	3.1 main line	1.94	63	175 000
			3.0 relief	0.29	10	41 600
8	18–20	1.56-0.28	4.3	1.06	25	112 000
9	12	0.75	3.1	1.30	42	58 300
10	15	0.40	1.82	0.29	16	26 800

*Main line only.

The speaker believes that the controlling factor in directing the flow of the air down stream is the motion imparted by friction with the flowing sewage.

Down-stream components are thus produced sufficient to carry the air in the direction opposite to that which might reasonably be expected.

Table 3 records velocities as high as 2.38 ft. per sec., which were sustained for distances of ½ mile in certain sections of the sewer.

As a result of these experiments, the speaker not only succeeded in having the sewers cleaned more frequently, but also had the traps eliminated so that gases forming in the sewers were freely vented to the atmosphere at each house connection, and thus the nuisance was abated.

Caleb Mills Saville,* M. Am. Soc. C. E. (by letter).†—As a boy the writer well remembers the smell and the choking sensation, experienced at night, when a strong east wind blew up the river valley in which his home was located. This wind was followed in the morning by a yellow haze, which left a dark discoloration on the houses in the lower part of the town.

The conditions producing the odor mentioned were due to emanations from a chemical manufacturing plant about 4 miles to the east, of which sulphur products were the principal industry.

Subsequently, in another city, a large gas plant belched out its fumes at night to such an extent that it was impossible to sleep, at a distance of 4 or 5 miles away, on certain nights when wind and other atmospheric conditions were in conjunction. Happily for the inhabitants who are obliged to live in these places, both these nuisances no longer exist. Their disappearance, however, was not due so much to the regard of the plant directors for the comfort of the neighboring communities, as it was to the results of experimentation and advance in chemical science, which results indicated that valuable products were being wasted. Perhaps, a solution of the problem of community preservation from nauseating odors, would be to put industrial chemists at work to find a process which will dangle the lure of the dollar before the eyes of the plant manager. The possibility of such attainment might cause him to seek eagerly to conserve his filthy smells in order to exchange their cause for money. Possibly, we have not yet advanced far enough along scientific lines to cope successfully with many stages of this subject, and it may be that later developments will disclose the fact that all these odors are as yet unrecognized indications of a present waste which, when properly treated and conserved, will yield products too valuable to be overlooked. For example, it was only a comparatively short time ago that the gases of combustion were wasted, yet, although people were susceptible to the coal-gas smell which was more or less noisome to some, it was not recognized until recently what waste was going on in unconsumed fuel.

The author remarks on the hopelessness of attempts at the mathematical measurement of odors and rightly mentions the disagreement as to the character and intensity of the same odor. Although this is true, as applied to those who are untrained, it is equally true that the organs of taste and smell are susceptible of marvellous development. The practical agreement of several trained observers as to the intensity of odor of a water and the almost uncanny

* Hartford, Conn.

† Received by the Secretary, November 14th, 1921.

unanimity of opinion of several tasters of coffee, tea, and spice is sufficient indication of what it is possible to attain.

In this connection, also, the writer would like to call attention to the unique and valuable work of George C. Whipple, M. Am. Soc. C. E., in classifying the comparatively faint odors of potable water. On page 18 of his book on the "Value of Pure Water", Professor Whipple gives a diagram from which he says "one may calculate what may be called the esthetic deficiency of water". The curves of this diagram are built up "by adding together the percentages of objecting consumers", 100% being an odor to which everybody would object. In his discussion, Professor Whipple recognizes the difficulties of classifying odors and gives three separate equations for satisfying as many conditions.

Although these curves relate, as stated, to the comparatively faint odors of a potable water supply, it may be that a similar classification can be worked out for the odors of various industries. After some study, a scale may be arrived at, whereby it will be practicable to make more definite statements as to the probable number of people in the area exposed, who will be affected seriously by a certain odor, and thus decide whether or not the odor is a nuisance. It is well known that some persons are especially sensitive even to slight odors; however, if only a small percentage of the whole number are affected, the condition could hardly be called a public nuisance and a subject for drastic action.

Whatever conclusions are arrived at, in any individual case, it must be recognized that the solution of the problem lies in a proper balance of many conflicting elements, and that, very likely, the matter may resolve itself into a decision as to the degree of odor permissible rather than total elimination. The standard probably would be based on the reasonable use of the air, the possibilities of practical remedial action, and the economic value of odor elimination, as opposed to air pollution by the discharge of noxious or ill-smelling vapors.

Proceeding along this, or a similar, line, it would seem that after a time a sufficient number of precedents would be established so that it would be possible with some degree of certainty to bring forward such evidence of polluted air and its results, as affecting persons and property, that the Courts would be willing to apply measures for relief. For this purpose, however, trained observers are required, for the ordinary individual is incapable of differentiating as to intensity of odor and, indeed, it is probable that a large proportion of the people of a community are unable, quickly, to determine whether it is taste or smell which offends them.

Proceeding along the lines which have been suggested, it is probable that a valuation curve, or rather one of depreciation could be worked out similar to Professor Whipple's valuation of attractive water, from which the financial loss to a community, as well as the personal annoyance of the inhabitants, could be determined. Such evidence, if it were available, would be much more effective in abating a nuisance than many individual complaints of a more or less indefinite nature, which when investigated become often of little value, because of differences in the personal equation of the observer.

In general, the matter of elimination of disagreeable odors seems to be strictly analogous to the pollution of natural water-courses into which sewage and waste are discharged by the method of disposal by dilution. Some of the methods found to be helpful in correcting unbearable conditions in regard to water pollution may, perhaps, be useful in dealing with the pollution of the air.

AMERICAN SOCIETY OF CIVIL ENGINEERS

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PAPERS AND DISCUSSIONS

THE FLOOD OF JUNE, 1921, IN THE ARKANSAS RIVER, AT PUEBLO, COLORADO

Discussion*

By Messrs. Robert Follansbee and E. E. Jones.

Robert Follansbee,† M. Am. Soc. C. E., and E. E. Jones,† Esq. (by letter).‡—The U. S. Geological Survey has recently completed an investigation of the Arkansas River flood for the purpose of publishing a water supply paper on its hydrologic features. The field work was performed by one of the writers, Mr. Jones, and the office studies and report were prepared by Mr. Follansbee. The following discussion is based on this investigation.

The small areas of intense rainfall and the rapid rise of the river at Pueblo, and almost as rapid fall, were the remarkable features of the Arkansas River flood of June, 1921. Unfortunately, no regular records are available for the areas of heaviest rainfall and an idea of the precipitation can be gathered only from statements of local residents of those areas. A summary of such statements obtained by personal interviews is shown in Table 22.

The rain of June 3d began about 1 P. M. in the foothills north of the valley. By 3 P. M., it had spread over the upper and middle parts of the valley and between 5 and 7 P. M. had reached the lower end near Pueblo. The hardest rain, on Eightmile, Rush, and Rock Creeks, occurred between 3 P. M. and 4 P. M., while near Pueblo it did not occur until 10 P. M. or 11 P. M. The rain continued with intermissions until sometime after midnight.

For the 48 hours ending on the afternoon of June 4th, the Weather Bureau records indicate that the general rainfall in the Arkansas drainage basin between Canyon City and Pueblo had been from 3 to 5 in., being heaviest in the northern part of the area near Pike's Peak.§

* Discussion of the paper by James Munn and J. L. Savage, Members, Am. Soc. C. E., continued from November, 1921, *Proceedings*.

† Denver, Colo.

‡ Received by the Secretary, November 25th, 1921.

§ An investigation of the Colorado Springs records indicates that an error was made in measuring the rainfall at that point, the original figures being 2¼ times too great. As corrected, the rainfall from June 2d to June 6th, was 5.18 in., which agrees closely with 5.91 in. at Lake Moraine and 4.03 in. at Victor, both near-by stations.

Two principal areas of intense rainfall are indicated from the statements of local residents and the maximum discharges of the tributary streams. The larger area extended from a point a few miles east of Wigwam near the southern boundary of El Paso County to the top of the Wet Mountains near Beulah, a distance of 45 miles, and from a point a short distance above the mouth of Rush Creek nearly to Pueblo, a distance of 15 miles. The smaller area, covering the southern slope of the Pike's Peak uplift which forms the northern part of the valley, extended from a point above the Skaguay Reservoir to a point 3 or 4 miles south of the river, a distance of 25 miles, and from Oil Creek to Beaver Creek, a distance of 11 miles. The combined areas cover about 700 sq. miles.

An investigation was made of the tributary streams between Canyon City and St. Charles River, a few miles below Pueblo, to determine the maximum discharge of each stream and the approximate time of the discharge. In addition, the maximum discharge of the Arkansas at Pueblo was estimated. The work began on July 6th, 1921, and the high-water marks left by the flood in the various streams could still be readily detected.

The method used was to select on each tributary stream a portion as near the mouth as possible where the maximum discharge had been confined to the channel, and where the channel was sufficiently straight to eliminate as far as possible the effect of the water piling up on the outer side of bends. Cross-sections were selected at the upper, middle, and lower end in each part of stream measured, and stakes were set at the high-water line on each side of the channel. Beginning at the up-stream end, a careful level line was run around the six stakes, closing on the initial stake. Distances on each side between stakes were measured along the high-water line. Between each pair of stakes on opposite sides of the channel the cross-section was carefully measured. Owing to the effect of bends in the channel, the difference in elevation between adjacent cross-sections was not the same, nor was the distance along the high-water line the same. Both distances and differences in elevation between adjacent cross-sections on opposite sides of the channel were averaged to determine the slope between them.

Each cross-section was plotted on a large scale and the area determined by a planimeter. The discharge between the upper and middle sections, and the middle and lower sections was computed by Kutter's formula, using the average area of the two sections. The discharge through all three sections was also computed, using the total slope and the average of the hydraulic factors for all sections. Where the difference in area between the upper and lower cross-sections made a marked difference in the velocity through each section, a correction for velocity of approach was applied to the slope between them. Although the conditions of flow were not the same for all sections, the main channels were uniformly free from vegetation, and as the overflow areas were only a small percentage of the cross-section, a uniform value for n of 0.035 was used for the tributary streams.

In Table 23 are shown the results of this investigation for each tributary stream between Canyon City and Pueblo.

TABLE 22.

Location.	Statement regarding rainfall.	Duration of Rainfall: Began.	Duration of Rainfall: Ended.
North of Arkansas River.			
Dry Creek near mouth	Cloudburst	4 P. M.	
Dry Creek, Sec. 26, T. 20 N., R. 65 W	Hardest at 10 P. M	7.30 P. M.	
Sec. 27, T. 20 S., R. 65 W., just west of Pueblo	12 in. (measured in concrete box)	Night of June 3-4.	
Teller Reservoir on Turkey Creek	10 in	3 P. M.	Morning, June 4.
Skaguay Reservoir on West Beaver Creek	7.5 in. (measured in bucket, morning, June 5)		
Three miles east of Penrose	7 in. (measured in standard rain gauge); hardest at 9 P. M.	3 P. M.	8 A. M., June 4.
Penrose		7 P. M.	Morning, June 4
Brush Hollow Creek in Sec. 13, T. 19 S., R. 69 W		8 P. M.	Midnight.
Eightmile Creek, 5 miles above mouth	10 in. (hardest about 3.15 P. M)	3 P. M.	
Eightmile Creek in Sec. 15, T. 19 S., R. 69 W		5 P. M.	11 P. M.
Oil Creek in Sec. 35, T. 18 S., R. 70 W	No cloudburst; ordinary hard rain		
South of Arkansas River.			
Chandler Creek ½ mile west of Florence	9 in. (measured in bucket); did not extend up Chandler Creek 3 miles	Hardest at 6.30 P. M.	
Hardscrabble Creek, divide southeast of Florence	4 in., water ran over prairie	3 P. M.	
Rush Creek in Sec. 9, T. 21 S., R. 67 W		3 P. M.	11 P. M.
Rush Creek in Sec. 22, T. 20 S., R. 67 W	Cloudburst for 30 min.; hardest rain 2 miles south		
Peck Creek, 8 miles above mouth	Tremendous rain; water ran everywhere	2.30 P. M.	
Peck Creek in Sec. 34, T. 21 S., R. 67 W		4 P. M.	
Cameron and Osteen Arroyos in Sec. 30, T. 20 S., R. 66 W	Five periods of very hard rain	3 P. M.	Midnight.
Head of Rock Creek in Sec. 34, T. 21 S., R. 67 W	4 in.; water on level	4 P. M. 9 P. M.	6.30 P. M. Midnight.
Between Rock and Soda Creeks, Sec. 29, T. 21 S., R. 66 W	Horse drowned in open field	3-4 P. M.	
Boggs Flat, about Sec. 35, T. 21 S., R. 66 W	5 in. in 30 min.; 6 in., water ran over prairie	5 P. M.	Morning, June 4.
Blue Ribbon Creek in Sec. 32, T. 20 S., R. 65 W	Hardest at 10 P. M	4 P. M.	
Blue Ribbon Creek in Sec. 2, T. 21 S., R. 65 W	10 in. (hardest at 10 P. M.)	3 P. M.	
Beulah in Sec. 3, T. 23 S., R. 68 W	Hard rain all night	6 P. M.	4 A. M., June 4.

NOTE.—Except where the method of measuring rainfall is stated, the quantities can be considered only as approximate, as the observer had no means of making an accurate measurement.

TABLE 23.—MAXIMUM DISCHARGE OF TRIBUTARY STREAMS BETWEEN CANYON CITY AND PUEBLO.

Stream.	Distance above Union Avenue Bridge, Pueblo, in miles.	Tributary from north or south.	MAXIMUM DISCHARGE, IN SECOND-FEET: Total.	Per square mile.	Drainage area, in square miles.	Time of flood crest.
Dry Creek	1.8	N.	24 400	283	86	11 P. M., June 2.
Blue Ribbon Creek	4.2	S.	9 130	1 360	6.7	11 P. M., June 3.
Arroyo	4.8	S.	1 910	1 060	1.8	11 P. M., June 3.
Boggs Creek	8.2	S.	15 400	582	26.5	6.30 P. M., June 3.
Arroyo	9.5	N.	9 740	619	15.8	5 45 P. M., June 3.
Rock Creek	9.8	S.	53 900	913	59	9 P. M., June 3.
Peck Creek	11.0	S.	19 400	564	34.4	5 P. M. or 6 P. M., June 3.
Cameron Arroyo	12.0	S.	13 900	1 900	7.3	9 P. M., June 3.
Osteen Arroyo	13.5	S.	9 060	1 160	7.8	9 P. M., June 3.
Turkey Creek*	14.2	N.	9 000	188	48	8.30 P. M., June 3.
Rush Creek	16.8	S.	4 670	238	19.6	5.30 P. M., June 3.
Red Creek	19.8	S.	911	22	40.6	5 P. M., June 3.
Fred Rohr Gulch	20.0	N.	968	104	9.3	5 P. M., June 3.
Ritchie Gulch	22.0	S	920	41	22.6	5 P. M., June 3.
Beaver Creek†	25.0	N.	9 470	45	213	7.30 A. M., June 4.
Hardscrabble Creek	28.8	S.	3 300	19	173	7.30 P. M., June 3.
Brush Hollow Creek	31.0	N.	5 320	243	21.9	8 P. M., June 3.
Eightmile Creek	33.5	N.	10 000	154	65	8.30 P. M., June 3.
Coal Creek	34.5	S.	3 720	167	22.3	7 P. M., June 3.
Oak Creek	35.2	S.	2 760	41	68	7 P. M., June 3.
Sixmile Creek	35.8	N.	1 890	77	24.6	7.30 P. M., June 3.
Chandler Creek	36.2	S.	1 610	118	13.6	7 P. M., June 3.
Oil Creek	40.2	N.	2 510	6	425	11 P. M., June 3.

* Forty-eight square miles is the area of Turkey Creek water-shed below the Teller Reservoir, as little or no water passed the dam during the period of maximum discharge of the creek.

† The discharge given for Beaver Creek is the maximum due to the storm which occurred more than 24 hours before the failure of the Schaeffer Reservoir (9 miles above the mouth of Beaver Creek). At the time of the maximum natural discharge of Beaver Creek the quantity passing the spillway and waste-gates of Schaeffer Reservoir was computed to be 3 100 sec-ft. To this was added the drainage to Beaver Creek from 68.5 sq. miles between the dam and the mouth. The maximum discharge of Red Creek, the chief tributary, was found to be 4 490 sec-ft., or 93 sec-ft. per sq. mile. Applying this unit run-off to the entire additional drainage area gives a run-off of 6 370 sec-ft., which added to the 3 100 sec-ft. passing the dam, gives a total maximum natural discharge of 9 470 sec-ft. for Beaver Creek at its mouth.

A study of each tributary showed that the first flood crests to reach Pueblo were those from Boggs, Peck, Rush, and Red Creeks, and Fred Rohr and Ritchie Gulches, all within a distance of 15 miles, and that the time of their arrival was between 7 P. M. and 8 P. M. Although the heavy rains continued during the afternoon and evening and a considerable volume of water entered the river, no more flood crests reached Pueblo until late in the evening. From 10 P. M. until midnight, the floods from the tributaries near Pueblo, which were the streams having the greatest flood discharge, reached the city. At the same time the flood crests from the most distant tributaries arrived, which caused the rapid rise in the river at that time. The period of intense rainfall was so short and the slopes of the tributary streams so steep that the period of crest discharge was short. This is shown by the rapidity with which the river fell after reaching its peak.

The maximum discharge at Pueblo was determined by measuring the high-water cross-section and slope at a point just west of Pueblo and above Dry Creek. The discharge was found to be 83 500 sec-ft. (using $n = 0.030$), and the discharge of Dry Creek at the time of the maximum stage of the

Arkansas was estimated as 19 500 sec-ft., or a total of 103 000 sec-ft. as the peak flow of the river at Pueblo. From a hydrograph of the river at that place, based on records compiled by engineers of the Denver and Rio Grande Western Railroad Company and data used by the authors, the total discharge at Pueblo from 8 A. M., June 2d, to midnight of June 5th, was found to be 145 000 acre-ft. Of this quantity, 90 000 acre-ft. was the total flow from noon of June 3d to midnight of June 4th.

The nearness to Pueblo of the areas of intense precipitation, and the fact that the flood crests from the streams nearest Pueblo arrived at the same time as the crests from the more distant tributaries, combined with their unprecedented unit run-offs, made a condition that could only result in a flood of great magnitude.

The maximum discharge of the flood of 1894 was only 40% of the maximum of the recent flood and caused by rains extending over the entire drainage basin. At the time of the 1894 flood, the *Rocky Mountain News* recorded that heavy precipitation on May 30th and May 31st extended over the Arkansas drainage basin, in the form of snow at the higher elevations—notably Pike's Peak and the mountains in the upper end of the basin near Leadville. On the morning of May 30th, Salida reported that rain had fallen continuously for 36 hours and probably would continue during the night. The storm at that point, for duration and volume, exceeded anything in the memory of the oldest inhabitant. The authors' Table 4 shows that at the regular rainfall stations the storm of 1894 was more severe than that of June, 1921, and yet with a storm more widespread and of greater general precipitation, the maximum discharge of the river was less than one-half that of the recent flood. During the storm of 1894 small areas of intense precipitation were apparently absent. The important part played by these small areas so near Pueblo outweighs any general deductions which may be drawn from the relation of elevation to rainfall, in its effect on possible floods in the Arkansas River.

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PAPERS AND DISCUSSIONS

RAINFALL AND RUN-OFF STUDIES

Discussion*

By Messrs. Thaddeus Merriman, R. A. Hill, Kenneth Allen, and L. Standish Hall.

Thaddeus Merriman,† M. Am. Soc. C. E.—The papers presented by Mr. Grunsky and by Messrs. Munn and Savage, illustrate two of the prevailing methods used in the study of flood magnitudes. In the first method a formula is deduced to express the maximum flood discharge in its relation to the intensity of the rainfall and the physical features of the water-shed. The second, premising an observed maximum flood discharge, recognizes the possibility of the occurrence of a still greater flood and increases the observed values in some definite proportion, as by assuming an increase in the total run-off and then working backward for the purpose of determining the probable peak discharge. The first of these lines of thought has been well set forth by Mr. Grunsky and the second by Messrs. Munn and Savage. A third method which is perhaps the one most commonly used, consists in plotting observed maximum flood discharges with respect to the area of the drainage basins on which they occurred. An expression is then determined which will enclose, and yet fairly represent, the plotted points.

Each of these three methods constitutes a perfectly legitimate way of approximating the truth, but only the second stresses the fact, which the speaker considers to be of great importance, that greater floods than any which have been observed may occur at any time. No formula or expression for flood discharge can be used implicitly as it is written. Allowance always must be made for the case which the formula does not include.

The one outstanding feature in any tabulation of recorded floods seems to be that most of them have occurred in recent years. In a tabulation which lists 274 floods in the United States, 219 have occurred since 1890, and evidently most of them are far from being possible maxima. Obviously, this does not mean that more floods have actually occurred in recent years, but is simply the result of the absence of long-time records.

* Discussion of the paper by C. E. Grunsky, M. Am. Soc. C. E., continued from November, 1921, *Proceedings*.

† New York City.

In 1914, the speaker visited the Ohio region which had been desolated by the floods of March in that year. He then became much interested in this question of probable maximum flood magnitude and has given it a great deal of thought and study. This matter is one of great moment. Our cities, day by day, are spreading wider and farther over the flood-plains of the rivers on the banks of which they were originally founded. The buildings, bridges, fences, and other structures operate to obstruct the free discharge of the flood waters and, where the flood-plain is covered, the greatest damage occurs along the line of greatest resistance. This line of greatest resistance unfortunately often lies within the city and accounts for the appalling devastation which has come to be a rather common occurrence. Immediately after such a flood, the newspapers carry large headlines describing it as "unprecedented", "of a magnitude never before known" and as "a wall of water which swept everything before it". After a brief lapse, when the toll of the dead and the missing has been taken, the occurrence is promptly forgotten. Only in those cities which were the actual sufferers do the people live in the fear of another similar occurrence.

It is not necessary to look far to note that practically all sections of the United States are subject to a flood hazard. The records of the very recent past clearly demonstrate this and within the past 20 years "unprecedented" floods have occurred in New Jersey, New York, Pennsylvania, Ohio, Indiana, Iowa, North Carolina, Tennessee, South Carolina, Texas, Colorado, Arizona, and perhaps, the most remarkable of all in regard to volume, occurred at Monterey, Mexico. The list might be extended, but emphasis would not be gained thereby.

Each new flood is "unprecedented" simply because the records are meager and cover a period too short to be of great value. The importance of a flood in this day and generation is measured by the destruction which it occasions, whereas a flood of equal magnitude, fifty or seventy years ago, might easily have passed unnoticed and unrecorded. When one of these "unprecedented" floods does occur, the newspapers, and subsequent technical reports record the failure of one or more dams due to inadequate spillway capacity. Most dams are designed with a factor of safety of about two, but very few spillways are designed with any factor of safety; in many instances, they are made merely large enough to pass the greatest flood of record in the particular vicinity of the dam, or are proportioned on the basis of a formula and no allowance is made for the occurrence of a flood greater than those on which the formula was based.

In view of the generally unsatisfactory knowledge respecting flood magnitudes, the speaker desires to urge the necessity of providing ample spillway capacity on all dams, wherever they may be built, and as a guide to the possible maximum flood, that greater dependence be placed on the observable physical features of the flood-plains of the river itself than on any records of flood discharge which are now available or will become available for many years. By the observable physical features of the flood-plains of the river itself the speaker refers to those evidences which a flood always leaves. He does not, however, allude to the ordinary high-water drift of logs, etc., which is ephemeral, but refers to those relatively permanent and definite evidences in the deposits

of sand and gravel found on the flood-plains near the points where tributary streams first emerge on the flood-plain of the main river valley. When a river is in flood and its flood-plain is covered, the tributary streams flowing at a relatively high velocity are suddenly checked when they enter the comparatively quiet water over the flood-plain. At these points their burden of sand and gravel is deposited in the form of flat topped banks or terraces, the tops of which are only a little below the high-water level in the main stream. Later, these banks may be more or less eroded as the flood subsides and the tributary flows over and scours out the material previously deposited. A study of these evidences is of the nature of a geological investigation with respect to the recent valley deposits and will disclose the heights at which flood waters in the valley have stood at some time in the past. In this manner, the records can be carried back farther than by any other method of which the speaker is aware. He has seen gravel banks of this nature on the Miami River, which were deposited during the flood of 1914, and the tops of these banks are definite and permanent marks of the height at which the flood waters stood in that year. He also has seen similar deposits in North Carolina at elevations above those reached by the great flood of 1916, which flood at certain points raised the previous maximum stage from 21 to more than 42 ft.

Those who are located within the area which was covered with ice during the glacial period have relatively few opportunities for making such studies. In these glaciated areas, it is generally very difficult to distinguish clearly between the deposits of the glacial age and those of comparatively recent formation. Therefore, the suggestion is made that other members of the Society, located in unglaciated areas, by a study of these features, may be able to add greatly to the present imperfect knowledge respecting probable maximum flood heights.

R. A. Hill,* Assoc. M. Am. Soc. C. E. (by letter).†—A method somewhat similar to that described by Mr. Grunsky was developed by the writer to determine the probable rainfall on the mountains between the Southern California valleys and the deserts which lie back of them. The topography of that section of California south of the Tehachipi Mountains is characterized by high ranges which roughly parallel the coast at a distance back of from 40 to 80 miles and which rise out of a plain generally less than 1 000 ft. above sea level. Several of the peaks are more than 10 000 ft. in elevation, although the crests of these ranges are, in general, at elevations of from 5 000 to 8 000 ft. Twenty miles across the mountains from the highly developed coastal valleys lie the Mojave and Colorado Deserts.

The average rainfall per season, in the coastal valleys, is about 16 in. On the ocean side of the mountain ranges, the precipitation increases very rapidly for increases in elevation, up to about 5 000 ft. Above that point, the rate of increase is small, and, as pointed out by the author, there is an apparent decrease for the last few hundred feet below the crest. The rainfall, including snowfall, at or near the crest, is approximately twice as great as in the valleys a few miles below. On the desert side of the crest, the rainfall decreases rapidly and at the same elevation as the coastal valleys, only about one-quarter as much rain falls in any season.

* Los Angeles, Cal.

† Received by the Secretary, November 14th, 1921.

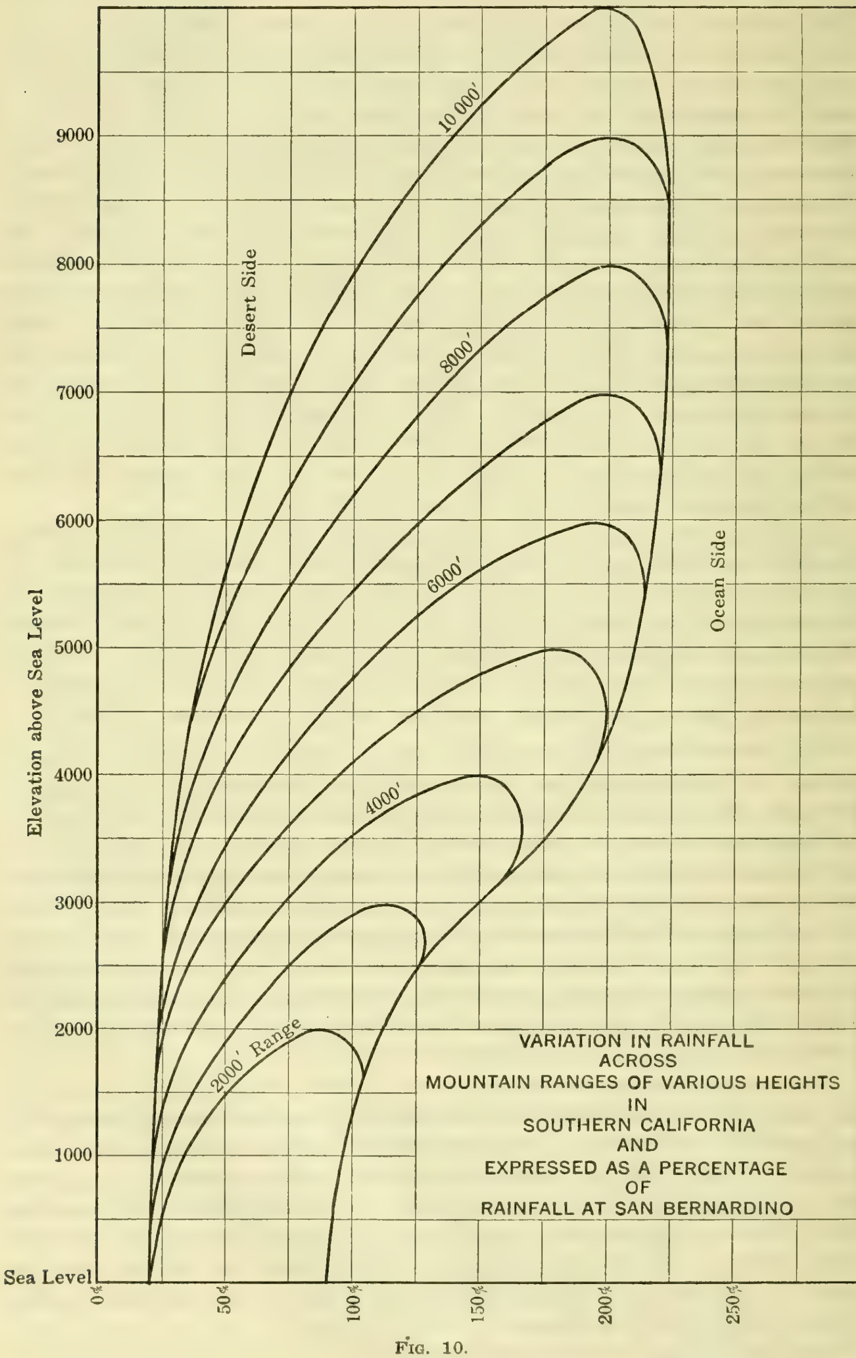
VARIATION IN RAINFALL
ACROSS
MOUNTAIN RANGES OF VARIOUS HEIGHTS
IN
SOUTHERN CALIFORNIA
AND
EXPRESSED AS A PERCENTAGE
OF
RAINFALL AT SAN BERNARDINO
Elevation above Sea Level
Sea Level
1000
2000
3000
4000
5000
6000
7000
8000
9000
0%
50%
100%
150%
200%
250%
Desert Side
Ocean Side
2000′ Range
4000′
6000′
8000′
10 000′

FIG. 10.

The direction of the storms is usually from the southwest, off the Pacific Ocean. The irregular crest line and the high peaks close to the ocean side cause very definite rain shadows.

An excellent example of this is found near the top of the San Bernardino Mountains in the vicinity of Big Bear and Baldwin Lakes. The precipitation averages about 32 in. per season at the dam at the west end of Big Bear Lake (Elevation 6 500), whereas 5 miles distant at the east end of the lake the rainfall is about 21 in. per season. At Baldwin Lake, which lies about 4 miles still farther east at about the same elevation the rainfall is about 16 in. per season. This rain shadow is caused by the high peaks of the San Bernardino and San Gorgonio Mountains and the connecting ridge, all of which are over an elevation of 10 000 ft. and intercept the storms from the ocean. The west end of Big Bear Lake, however, is clear of the shadow of these higher mountains.

The scarcity of and the relatively short duration of records of precipitation gave rise to a method quite similar to that described by the author. Instead of determining the mean for the period available and comparing that with the same period at the base station to ascertain the ratio between the rainfalls at the primary and secondary stations, this ratio was determined for each season. The long record of the rainfall at San Bernardino (1870 to date) and the geographic position of that city made it desirable to refer all other stations to it.

Accordingly, with the rainfall each season at San Bernardino as a base, the rainfall for the same season at all other available stations along and back of these mountain ranges was computed as a percentage of that at San Bernardino. These points, several hundred in number, were then plotted with elevations as ordinates and percentages of the rainfall at San Bernardino as abscissas. There was considerable fluctuation in the points, as was to be expected from the widely variant conditions which exist over these mountains. Curves drawn through the weighted centers of these points gave much the same result as if the ratio between the means had been taken in the first place.

The resulting wing-shaped diagram (Fig. 10), fits quite satisfactorily the conditions known to exist on the ocean and desert sides of the mountains of Southern California. Table 13 gives the results of such comparisons for some

TABLE 13.—Rainfall of Southern California Stations as Compared to San Bernardino.

Station.	Elevation, in feet.	Position relative to mountains.	Elevation at crest of mountains, in feet.	Probable percentage of rainfall at San Bernardino.	Mean rainfall for same period at San Bernardino, in inches.	Probable mean rainfall at station, in inches.	Actual mean rainfall at station, in inches.	Difference, in inches.
Barstow	2 105	Desert	8 000	25	14.98	3.74	3.62	+ 0.12
Cabazon	1 779	Desert	2 500	55	15.09	8.30	10.48	− 2.18
Mojave	2 751	Desert	6 000	35	16.14	5.65	5.00	+ 0.65
Palm Spring	584	Desert	10 000	20	15.42	3.09	4.13	− 1.04
Tehachipi	3 964	Desert	5 500	75	16.14	12.10	10.61	+ 1.49
Mt. Wilson	5 850	Crest	5 850	195	14.43	28.20	25.20	+ 3.00
Bear Valley Dam	6 500	Ocean	8 000	220	14.71	32.40	32.74	− 0.34
Glen Ranch	3 258	Ocean	9 000	165	16.68	27.50	30.44	− 2.94
Lowe Observatory	3 240	Ocean	5 000	165	14.75	24.35	25.18	− 0.82
Mill Creek	2 950	Ocean	10 000	145	16.83	24.40	24.50	− 0.10
Squirrel Inn	5 280	Ocean	6 000	215	17.96	38.60	37.32	+ 1.28

of the typical stations used in developing the diagram. Therefore, it can be assumed, inductively, that the use of this diagram would give reasonable values for the rainfall across these mountain ranges of varying crest height. Several reservoirs for power and irrigation have been constructed on top of these mountains, and in the determination of the feasibility of others projected, this diagram has been of considerable value as an index of the probable water supply from drainage areas with these variable characteristics as to precipitation conditions.

KENNETH ALLEN,* M. AM. SOC. C. E. (by letter).†—The author's comprehensive survey of the whole question of rainfall and run-off is a valuable contribution to the already voluminous literature on the subject. Relative to sewer design, to which this discussion is confined, a lamentable lack of uniformity in practice still exists, particularly with regard to run-off, an indication that certain elements in the computations are interpreted differently or are accepted with hesitation in the absence of complete fundamental data.

For an intensity formula, the expression, $I = \dfrac{C}{t^{\frac{1}{2}}}$, is recommended, and there is much to be said in its favor because of its simplicity and its fair accordance with observed results; but the writer believes that where long-time gaugings are available, modifications of this formula will often show a closer agreement with the curve plotted from gaugings.

The long series of self-registered gaugings at Central Park, New York City, covering 51 years, give an admirable opportunity for arriving at the probable frequency of different intensities, and the writer has attempted this by a method which is described in *Engineering News-Record* of April 7th, 1921.‡ Approximate formulas for the resulting curves shown in Fig. 11 are as follows:§

$$\text{5-year curve} \ldots\ldots\ldots I = \frac{25}{(t + 4)^{0.67}}$$

$$\text{10- " " } \ldots\ldots\ldots I = \frac{43}{(t + 8)^{0.75}}$$

$$\text{15- " " } \ldots\ldots\ldots I = \frac{47}{(t + 8)^{0.75}}$$

$$\text{25- " " } \ldots\ldots\ldots I = \frac{78}{(t + 11)^{0.84}}$$

$$\text{50- " " } \ldots\ldots\ldots I = \frac{186}{(t + 17)}$$

$$\text{100- " " } \ldots\ldots\ldots I = \frac{354}{(t + 24)^{1.1}}$$

$$\text{Absolute maximum curve} \ldots I = \frac{74\ 000}{(t + 80)^{2}}$$

* New York City.

† Received by the Secretary, November 16th, 1921.

‡ Also referred to in *Proceedings*, Am. Soc. C. E., September, 1921, p. 232.

§ Suggested by Prof. Edward S. Allen, State College, Ames, Iowa, who sends the following more precise formulas for the 10 and 15-year curves:

$$\text{10-Year} \ldots I = 27\, t^{-\frac{2}{3}}\ 20\, e^{-\frac{2}{9}t}\ t^{-\frac{4}{9}}$$

$$\text{15-Year} \ldots I = 30\, t^{-\frac{2}{3}} - 32\, e^{-0.1\,t}\ t^{-1.1}$$

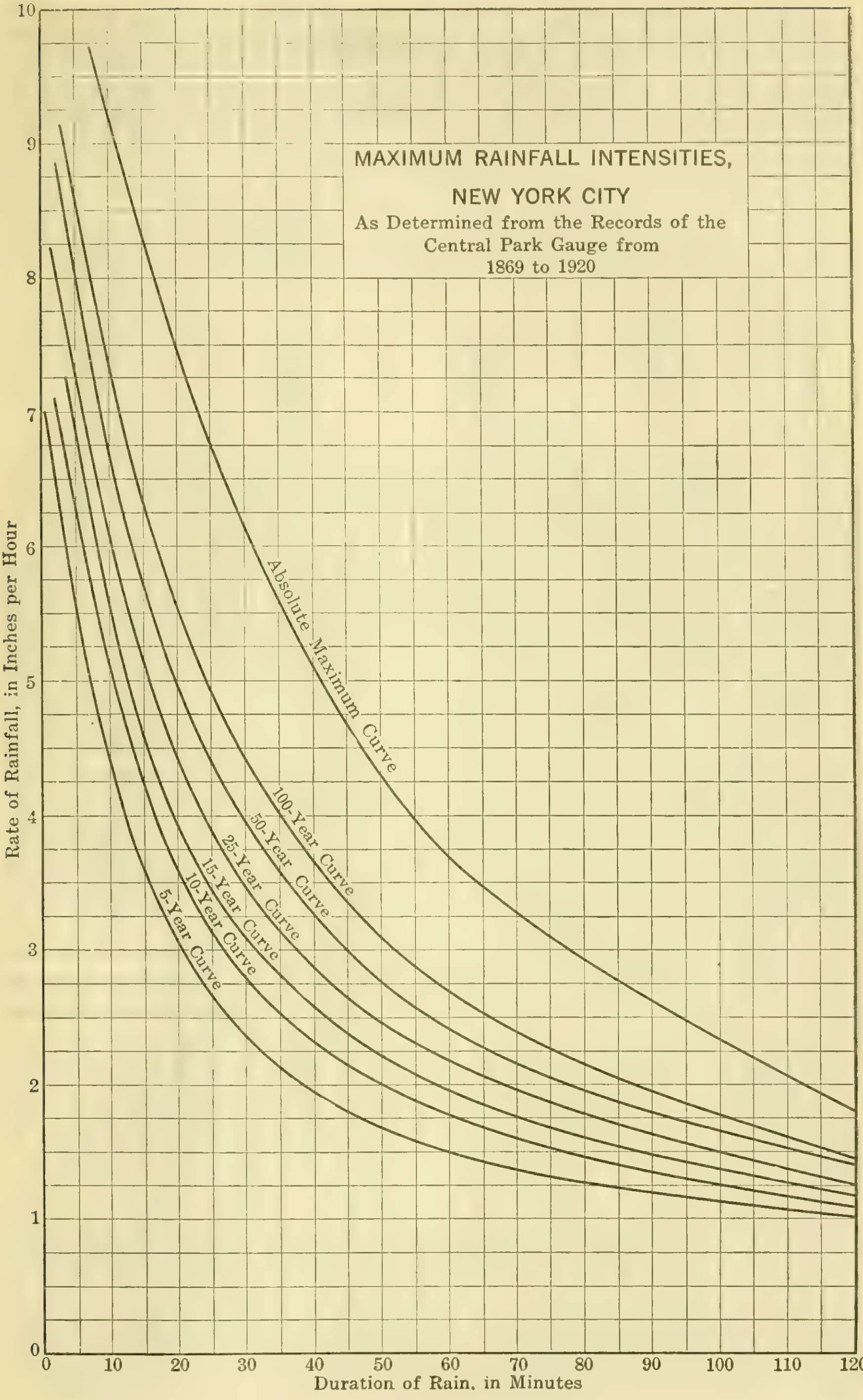
MAXIMUM RAINFALL INTENSITIES,
NEW YORK CITY
As Determined from the Records of the
Central Park Gauge from
1869 to 1920
Absolute Maximum Curve
100-Year Curve
50-Year Curve
25-Year Curve
15-Year Curve
10-Year Curve
5-Year Curve
Rate of Rainfall, in Inches per Hour
Duration of Rain, in Minutes
0
1
2
3
4
5
6
7
8
9
10
0
10
20
30
40
50
60
70
80
90
100
110
120

Fig. 11.

The author's Table 1 gives a comparison between his proposed "parabolic formula" and the "New York formula".* Table 14 is a comparison of these formulas with those determined by the foregoing formula for 10- and 15-year frequencies, and is confined for the most part to values of t used in sewer computations.

TABLE 14.—RAIN INTENSITY, IN INCHES PER HOUR.

t.	Brooklyn formula.	Parabolic formula.	10-year New York formula.	15-year New York formula.
5	6.0	6.5	6.28	6.86
10	5.0	4.6	4.92	5.38
20	3.75	3.24	3.53	3.86
30	3.00	2.65	2.81	3.07
60	1.88	1.88	1.82	1.98
120	1.07	1.32	1.13	1.24
720	0.20	0.54	0.31	0.34

The writer believes that the coefficients for run-off in general use should not receive the confidence which they are accorded, and has been unable to discover many recorded experiments for determining the percentage of run-off from areas of a single character. Although there is a general consensus of opinion among engineers as to run-off factors suitable for adoption, it is a question whether these have not been adopted from precedent rather than from knowledge. Mr. Grunsky has well said that "the effect of [this] perviousness must be made by the engineer, on the basis of experience".

Of the various elements entering into the determination of R from which erroneous results may be derived, the time of concentration and the gauging of the flow in the sewer are all important. Reliable information regarding the velocity of flow over different surfaces and along gutters is lamentably lacking, so that in practice the inlet time assumed is largely a matter of conjecture. Under urban conditions the error due to this is not often serious but, unless great care is taken, there are possibilities of serious errors in the computations of flow in the sewer, as any competent engineer knows.

Weirs are costly and difficult to introduce and the collection of débris may invalidate the results unless they are constantly under supervision; whereas dependence on computation by a formula may lead to serious error by varying hydraulic conditions, the selection of an improper friction coefficient, the assumption of the grades shown on construction plans instead of those which exist, and the complications introduced by sludge deposits, melting snow, bends, junctions, volume of domestic sewage, surface slope, the hydraulic effect of conditions above and below the section under consideration, etc. The fact that

* The author's use of the term, "New York Formula", for $I = \frac{150}{t + 20}$ is not strictly correct. Heretofore, each of the five Boroughs of the city has used its individual formula, and the foregoing formula adopted by the Borough of Brooklyn many years ago, is used by that Borough only. After studies resulting in a report of the Committee on Rainfall and Run-off of the Municipal Engineers of the City of New York and published on its *Proceedings*, for 1913, the Borough of Manhattan adopted the 10-year formula there proposed, namely, $I = \frac{150}{t + 16}$; but, in its application, t is taken to exclude the 4-min. inlet time which is added to the 16 min., giving it the form of the Brooklyn formula, but with a different value for t. In this manner the two Boroughs were inadvertably mentioned by the writer as using the same formula in his discussion of the paper by L. Standish Hall, Assoc. M. Am. Soc. C. E., in *Transactions*, Am. Soc. C. E., Vol. LXXXIV (1919–20), p. 191.

more than 100% run-off is frequently shown in tabulated results is an indication that errors of the nature mentioned have been introduced.

The writer has recently had occasion to study the proper run-off factor for use under completely developed urban conditions and has made inquiry into the practise of various municipalities. Among those questioned there was quite a general agreement with percentages ranging roughly from 75 to 90 per cent.

Attention has been called recently to a number of densely built-up districts in a large city where the capacities of the main trunk sewers are only from 33 to 44% of those required for a 100% run-off and where no complaints of flooding have ever been received. This, of course, does not mean that these sewers were never surcharged, but the question at once arises: Why provide for 80% run-off if 40% answers every purpose?

The writer does not wish to appear as an advocate of the lower coefficients, but mentions this as an argument for more complete and reliable investigations than are now recorded and in such detail as to be entirely convincing.

The economical importance in the use of a proper run-off factor is obvious. Much of the cost of the sewer depends on whether a factor of 40, 60, or 80% is chosen and in a large district an expenditure of several hundred thousand dollars may depend on the selection. Any coefficient based on population density, although applicable in a general way for densities up to 100 per acre, as shown in Table 5, would be impracticable for such developments as obtain in the four cases previously cited, some of which house very large day, in addition to resident, populations.

To summarize, it is believed that although many experiments have been made to determine run-off, the published results usually fail to show that various possible causes of error have been eliminated and that there is need of more definite and reliable data regarding the proper run-off factors for areas of different types. Gaugings are costly and must be maintained for long periods and planned with great care. For these reasons, few municipalities undertake them, and it is submitted whether, in view of its importance and general nature, it would not be an appropriate investigation to be taken up by the Federal Government.

L. Standish Hall,* Assoc. M. Am. Soc. C. E. (by letter).†—The author has presented many valuable data and formulas connected with rainfall and run-off studies, but only that part of the paper which deals with the relation between annual rainfall and run-off will be discussed.

The writer has been especially interested in the curve in Fig. 4, which shows the frequency of wet and dry years based on the combined records of rainfall at San Francisco and Sacramento, Cal. In presenting data of this nature, their value can be greatly increased if the coefficient of variation of the series is given, since this is an aid in comparing the results with similar curves that may be deduced from other data. In a recent paper the writer presented a series of curves showing the probable variation in yearly run-off

* Oakland, Cal.

† Received by the Secretary, November 23d, 1921.

covering a wide range of values of the coefficient of variation.* In order to compare the rainfall frequency given by Mr. Grunsky with the writer's run-off frequency curves previously mentioned, the coefficient of variation (*C. V.*) of Mr. Grunsky's series has been computed and found to be 0.35. Also, in plotting data of this kind, it is better to consider the percentage of time represented, rather than the number of years in the series, which will probably vary with each record to be studied. Plotting records on the basis of the percentage of time covered, therefore, is also an aid in reducing all records to a comparable basis.

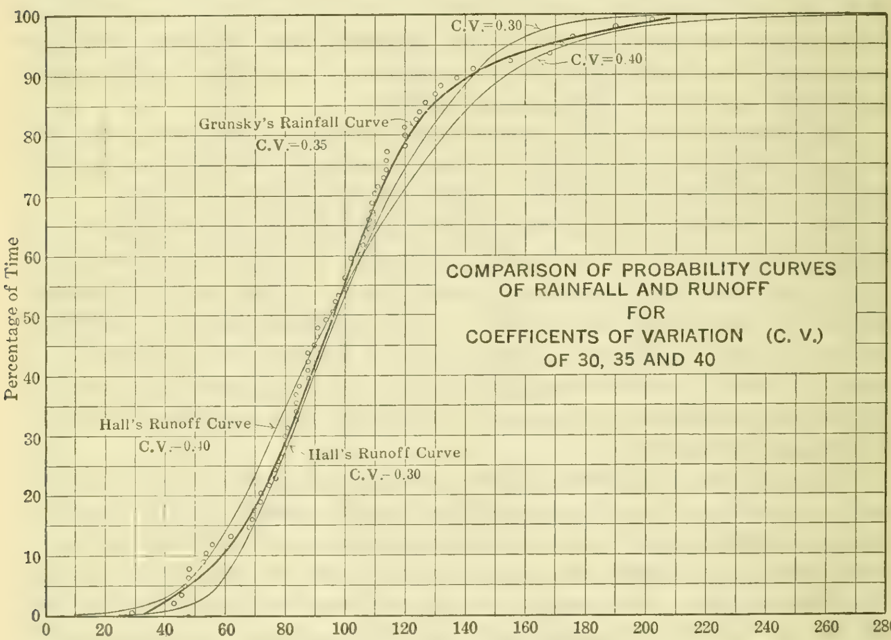

FIG. 12.

Mr. Grunsky's curve has been replotted in the manner suggested, and the writer's curves for values of *C. V.* of 0.30 and 0.40 are also shown in Fig. 12. The agreement between these curves is close, the greatest deviation being for values between 100% and 140% of the mean. It is possible that rainfall data can be represented best by a type of skew curve different from that which applies to run-off data of approximately the same coefficient of variation. However, it is unfortunate that more data were not utilized in constructing the rainfall frequency curve, since with the many long records of rainfall available in California, a series containing 500 terms or more could have been easily constructed, which would have indicated more definitely the trend of such a curve.

The accuracy of the long-time means determined from the San Francisco and Sacramento records, moreover, is open to question. These records represent

* See Fig. 13, "The Probable Variations in Yearly Run-Off as Determined from a Study of California Streams", *Transactions*, Am. Soc. C. E., Vol. LXXXIV (1921), p. 244.

a composite of records taken at different locations and with gauges under varying degrees of exposure. The greatest factor contributing to the error of the mean is that in these cities (and more especially in San Francisco), the gauges have been moved from their original locations near the ground to the tops of high buildings. Without going into the details which have already been given in previous papers,* it has been shown in the case of San Francisco, by comparing the official record with that kept by a private observer, that after the Weather Bureau had been moved to the top of the eleven-story Mills Building, the official record showed materially less catch than the private record, whereas prior to that time the two records had been in close agreement. When this subject was discussed previously, various arguments were advanced, defending the official record, but, at the present time, even the Weather Bureau officials recognize that the observations taken at the tops of high buildings do not reflect accurately the conditions near the ground; and it is now the policy of this Department to move their city stations, as fast as funds are available, to some open space where the instruments can be placed at or near the ground.

While on the subject of the effect of the exposure of rain gauges on the catch registered, attention may be called to an investigation by Messrs. William G. Reed and Howard M. Loy.† This study was originally undertaken for the purpose of making an intensive investigation of the relation between rainfall and run-off on a small drainage area. Strawberry Creek, a small intermittent stream which has a drainage area of about 600 acres, and which flows through the campus of the University of California at Berkeley, Cal., was selected for this purpose. The work was begun in 1913 when five gauges in addition to two permanent gauges on the campus were placed in different parts of the drainage area and read regularly. At the same time the flow of the creek was measured by a weir. The results obtained from the five rain gauges were so unsatisfactory that, in 1914, thirteen gauges were placed on the drainage area, in addition to the two on the campus. In Table 15 is shown the rainfall recorded in the various gauges between May 1st, 1914, and April 30th, 1915, together with the elevation of each gauge and the ratio of the catch of each gauge to the average. The term, expanded total rainfall, which is used, refers to the total recorded rainfall plus certain corrections to fill in gaps in the records at some of the gauges. The variation in the ratio of the catch of the various gauges for individual storms was often much greater than the average given in Table 15, and the records show that the lowest catches are in the gauges most exposed to the wind. It was stated as doubtful whether there was a single good rain-gauge exposure in the area under consideration, and it was believed that all the gauges registered less than the true rainfall. As a conclusion to this study, which was abandoned shortly afterward, Mr. Reed states:

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* *Transactions*, Am. Soc. C. E., Vol. LXI (1908), pp. 526-529; and Vol. LXXXI (1917), p. 183.

† "The Water Resources of Strawberry Creek, Berkeley, Cal.", *Monthly Weather Review*, Vol. 43, pp. 35–39; and "Note of Effects of Raingauge Exposure", *Monthly Weather Review*, Vol. 43, pp. 318–322.

"From a strictly meteorological point of view the most important result so far seems to be the difficulty if not the impossibility of determining the precipitation on a water-shed by means of ordinary rain gauges."

TABLE 15.—RAINFALL OF STRAWBERRY CANYON FROM MAY 1ST, 1914, TO APRIL 30TH, 1915, WITH RATIOS OF INDIVIDUAL GAUGES TO THE AVERAGE.

Gauge number.	Elevation, in feet.	Expanded total rainfall, in inches.	Ratio to average.
Students' Obser	325	26.91	1.00
Civil Engineering Building	410	24.49	0.91
1.	520	28.79	1.07
2.	730	28.79	1.07
3.	880	26.91	1.00
4.	1 225	26.10	0.97
5.	1 270	22.60	0.84
5.	1 270	21.53	0.80
6.	1 250	27.18	1.01
7.	1 190	25.30	0.94
8.	1 180	28.26	1.05
9.	915	29.06	1.08
10.	1 210	29.06	1.08
11.	1 315	32.03	1.19
12.	1 655	29.06	1.08

It would appear, therefore, that great doubt exists as to the accuracy of long-time means based on composite records. Hence, it would seem that there is nothing to be gained by expanding rainfall records to agree with the long-time means at San Francisco and Sacramento.

It may be of interest to discuss in some detail the results of a study of the relation between rainfall and run-off on Putah Creek, as this stream shows some of the typical difficulties encountered in studies of this nature.

The records of the gaugings of the flow of Putah Creek at Winters, Cal., are available for a period of fifteen years from 1905-06 to 1919-20. The record for a period of nine years has been presented by the writer.* The run-off of the remaining six years need not be shown, except to state that, in 1919-20, the run-off was slightly less than in 1911-12, and that the mean run-off for the fifteen years is 420 000 acre-ft. In order to expand this record over the period covered by the rainfall records, the precipitation by seasonal years for eighteen stations in the neighborhood of the drainage area were collected. After gathering these data, it was found that only seven stations out of the eighteen had complete records for the fifteen years that run-off records were available. Gaps in the records were filled by estimating the missing years from the rainfall at neighboring stations.

Table 16 gives the names of the various rainfall stations, together with the elevation and the mean annual rainfall for the 15-year period. Only one of the eighteen stations, that at Helen Mine on the north side of Mount St. Helena, is within the catchment area, and at this station the mean rainfall is 82.3 in., or more than twice the mean rainfall at any of the other stations. Helen Mine is the only station on a mountain slope, all the other stations being in the bottoms of valleys. Without this station an erroneous idea of the true mean rainfall in the Putah Creek basin would have resulted. From the scarcity and wide distribution of the rainfall stations it is almost impossible

* *Transactions*, Am. Soc. C. E., Vol. LXXXIV (1921), Stream 11, Table 1, p. 194.

to estimate the mean annual rainfall on this drainage area with any degree of accuracy, although it is probable that it is between 30 and 40 in. In cases of this kind, better results can be obtained by disregarding the actual rainfall and determining the relation between the percentage of rainfall and the run-off.

TABLE 16.

Station.	Elevation, in feet.	Mean annual rainfall 15-year period, in inches.	Station.	Elevation, in feet.	Mean annual rainfall 15-year period, in inches.
Suisun	15	19.80	Peachland	190	39.59
Napa	50	23.12	St. Helena	255	35.32
Davis	51	17.24	Cloverdale	340	38.89
Healdsburg	52	38.66	Guinda	350	20.37
Woodland	63	16.24	Calistoga	363	36.98
Dunnigan	65	19.07	Ukiah	620	36.75
Sacramento	71	15.95	Upper Lake	1 350	27.16
Vacaville	175	24.73	No. Lakeport	1 450	28.12
Santa Rosa	181	28.42	Helen Mine	2 750	82.29

In Fig. 13 is shown the relation between mean annual rainfall and mean annual run-off for Putah Creek, based on the fifteen-year period covered by the gaugings. The relation between the annual rainfall and run-off has not

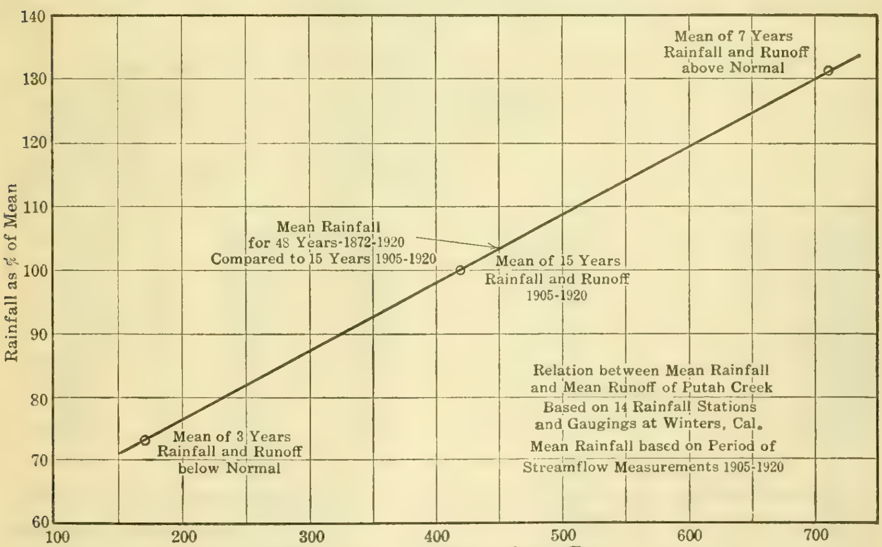

FIG. 13.

been shown in the diagram, because the only use that is made of the rainfall run-off relation in this discussion is to determine the relation between the observed and the probable run-off for the period covered by the rainfall records. By using the data in the manner illustrated in Fig. 13, it has been found that in practically all cases the relation between the percentage of mean annual rainfall and the run-off can be represented by a straight line.

The percentage of rainfall for each year of the records at each station was calculated on the basis of the 15-year means, and these percentages were then

averaged to obtain the average percentage of rainfall for each year. For the 48 years, 1872-73 to 1919-20, there were always at least three stations available for computing the average, but for the 23 years, from 1849-50 to 1871-72, only the record at Sacramento was available. Using the records in this manner, it appeared that for the 48-year period the rainfall was 103.5% of that in the 15-year period, and that for the 71 years it was 109.0% of that in the 15-year period.

From a closer study of the records, it would appear that the conditions which have affected the catch registered by the San Francisco gauge in recent years, that is, moving the gauge to the top of a high building, has affected the Sacramento record in a similar manner. In support of this statement, Table 17 is offered, showing the ratio between the mean rainfall for the fifteen years, 1905-06 to 1919-20, and the mean for the entire record at each station where the records were of sufficient length to warrant making the comparison. The record for Sacramento is shown for two periods, 48 years and 71 years.

It will be noted from Table 17, that the ratio of the rainfall for the entire record to that of the last fifteen years is disproportionately greater in the case of Sacramento than in that of any other station, if either the 48 or the 71-year period is considered. In view of these results, it would appear that nothing but erroneous results could be obtained by expanding short records to agree with the long-time means at San Francisco and Sacramento.

TABLE 17.—Summary of Rainfall Records near Putah Creek Drainage Area.

Station.	Mean, 15 years, 1905–20, in inches.	Years in record.	Ratio of mean, entire record, to mean, 15 years.
Sacramento	15.95	48	115.9
Sacramento	15.95	71	117.6
Davis	17.24	48	98.8
Vacaville	24.73	40	106.7
Suisun City	19.80	46	101.9
Napa	23.12	43	103.5
Dunnigan	19.07	43	103.5
Woodland	16.24	47	108.1
Upper Lake	27.16	34	101.1
Calistoga	36.98	47	99.3
Ukiah	36.75	43	99 5
Healdsburg	38.66	43	107.4
Santa Rosa	28.42	32	106.3

It was decided, therefore, in the case of the Putah Creek study, that the results obtained from the 48-year period were much more dependable than those for the 71-year period. Using the result for this period and Fig. 13, it would appear that the mean annual run-off for the 48 years should be 450 000 acre-ft. rather than the 420 000 acre-ft., as determined from the measured flow.

In Table 4, Mr. Grunsky has presented the probable range in rainfall and run-off to be expected, in a period of 100 years, from a water-shed in the vicinity of San Francisco having a mean annual rainfall of 30 in. Similar results may be obtained for the run-off—which is really the result finally desired—by using the writer's frequency curves for run-off.* For streams in the vicinity of San Francisco, the curve for the coefficient of variation of 0.70

* *Transactions*, Am. Soc. C. E., Vol. LXXXIV (1921), p. 244.

is the proper one to use. In order to support this statement, statistics on some of these streams will be set forth in Table 18, and it will be noted that although some differences occur in the run-off, the coefficient of variation is very consistent and varies but little from 0.70.

TABLE 18.—SUMMARY OF RUN-OFF RECORDS IN THE VICINITY OF SAN FRANCISCO, CAL.

Stream.	Place.	Years in record.	Area, in square miles.	Mean run-off, in inches.	C. V.
San Leandro	Oakland	34	42	9.0	0.72
Crystal Springs	San Mateo	30	36	11.1	0.69
Alameda	Sunol	29	620	4.8	0.72
Coyote	Madrone	13	193	7.5	0.80
Putah	Winters	14	805	10.5	0.67
Cache	Yolo	16	1320	7.8	0.74

Applying this method to Putah Creek, Table 19 shows an ideal 100-year record of annual run-offs for this stream, arranged in order of magnitude, and based on a mean annual run-off of 450 000 acre-ft., and a coefficient of variation of 0.70.

TABLE 19.—IDEAL 100-YEAR RECORD OF THE ANNUAL RUN-OFF OF PUTAH CREEK.

Order of magnitude.	Percentage of mean.	Run-off, in acre feet.	Order of magnitude.	Percentage of mean.	Run-off, in acre feet.	Order of magnitude.	Percentage of mean.	Run-off in acre feet.
1	3	13 000	35	58	261 000	68	120	540 000
2	8	36 000	36	60	270 000	69	123	553 000
3	11	49 000	37	61	275 000	70	125	563 000
4	14	63 000	38	62	279 000	71	128	576 000
5	16	72 000	39	63	283 000	72	131	589 000
6	18	81 000	40	65	293 000	73	134	603 000
7	20	90 000	41	67	301 000	74	137	616 000
8	22	99 000	42	68	306 000	75	140	630 000
9	24	108 000	43	69	311 000	76	143	643 000
10	25	113 000	44	71	319 000	77	146	656 000
11	27	121 000	45	72	324 000	78	149	671 000
12	29	131 000	46	74	333 000	79	153	687 000
13	30	135 000	47	75	337 000	80	157	707 000
14	32	144 000	48	77	347 000	81	161	725 000
15	33	149 000	49	79	355 000	82	164	738 000
16	34	153 000	50	80	360 000	83	168	756 000
17	36	162 000	51	82	369 000	84	172	774 000
18	37	167 000	52	83	373 000	85	177	796 000
19	38	171 000	53	85	383 000	86	181	814 000
20	40	180 000	54	87	391 000	87	186	836 000
21	41	185 000	55	89	401 000	88	190	855 000
22	42	189 000	56	91	409 000	89	195	877 000
23	44	198 000	57	93	419 000	90	200	900 000
24	45	203 000	58	95	427 000	91	206	926 000
25	46	207 000	59	97	437 000	92	210	945 000
26	47	211 000	60	100	450 000	93	217	977 000
27	48	216 000	61	102	459 000	94	224	1 008 000
28	50	225 000	62	105	473 000	95	231	1 039 000
29	51	229 000	63	107	481 000	96	240	1 080 000
30	52	234 000	64	110	495 000	97	250	1 125 000
31	54	243 000	65	112	504 000	98	262	1 168 000
32	55	247 000	66	115	517 000	99	285	1 283 000
33	56	252 000	67	118	531 000	100	338	1 521 000
34	57	257 000	....	....	....	....	....	....
Mean							100	450 000

The percentages given in Table 19 will apply equally well to any stream having a coefficient of variation of 0.70, and the yearly run-off can be obtained by multiplying these percentages by the mean annual flow. The method of obtaining these percentages has been explained in the writer's paper previously mentioned.* The minimum run-off to be expected once in 100 years on Putah Creek at Winters, or 13 000 acre-ft., is equivalent to a depth of 0.30 in. on the drainage area, while the maximum run-off, or 1 521 000 acre-ft., is equivalent to a depth of 35.5 in. on the drainage area. The figures given in Table 19 may be used in constructing an artificial record of any desired length, which will be comparable to an actual record of similar length obtained under natural conditions.* Such a record is interesting and instructive, as from it the probable frequency of the re-occurrence of any series of dry years can be foretold with reasonable accuracy.

Some space has been devoted to a discussion of the desirability of having the Weather Bureau publish rainfall totals by climatic or seasonal years rather than by calendar years. Although the annual summaries published by the Weather Bureau give the precipitation by calendar years only, bulletins of climatological data are issued at intervals of a few years, in which the entire record of rainfall at each station to the the date of publication are given both by seasonal and by calendar years. In order to bring the records to date, it is generally only necessary to secure the seasonal totals over a short period of years.

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* *Transactions*, Am. Soc. C. E., Vol. LXXXIV (1921), pp. 250–251.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

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THE RELATION BETWEEN DEFLECTIONS AND STRESSES IN ARCH DAMS

Discussion*

By L. J. Mensch, M. Am. Soc. C. E.

L. J. Mensch,† M. Am. Soc. C. E. (by letter).‡—During a recent visit to the Pacific Coast, the writer was greatly impressed by the great importance of dams to the prosperity of the western part of the United States. For irrigation, power development, and flood control, dams of enormous heights are proposed, among which may be mentioned the Pacoima Creek Dam, in the San Fernando Valley, north of Los Angeles, 375 ft. high, the St. Gabriel Dam, 15 miles west of Los Angeles, 420 ft. high, and the gigantic Boulder Canyon Dam of the Colorado River, with a height above bed-rock of 730 ft., about 200 ft. long at the base, and 1 000 ft. long at the crest. The sparsely settled West can hardly afford gravity dams of these great dimensions.

Water and power have always been absolute necessities for the development of the West and capital has been scarce, therefore, new types of dams came in vogue, which would have been out of the question in more settled countries. Such dams are the rock-fill dam, the hydraulic-fill dam, the multiple-arch dam, and the single-arch dam (notably represented by the Bear Valley Dam built in 1884 and the Upper Otay Dam built in 1900, both unsurpassed for economy by any other dam or for safety by few gravity dams). When it is considered that such a simple problem as the design of a gravity dam required more than 100 years of experience and many important failures before it was partly solved so that engineers agreed fairly well on the main features of the design, the fact that the design of new types of dams is not free from many imperfections need not cause much surprise. These dams are usually designed

* This discussion (of the paper by F. A. Noetzli, Assoc. M. Am. Soc. C. E., published in October, 1921, *Proceedings*, but not presented at any meeting of the Society), is printed in *Proceedings* in order that the views expressed may be brought before all members for further discussion.

† Chicago, Ill.

‡ Received by the Secretary, November 12th, 1921.

by hydraulic engineers who have their own particular problems to develop and who, as a rule, have not the time, inclination, nor experience and perception, not to speak of the important knowledge of the literature on the subject, to delve into the intricacies of strange and difficult structural problems.

Engineers trained in structural design look, with wonderment, and also with suspicion, at the apparently crude principles by which most of these dams have been designed, and Mr. Noetzli's paper may be considered as a plea against dam design which is not based on strictly structural lines and more especially against the practice of designing single-arch dams on the principle of a thin cylinder. Scientific principles of the co-related problem of the design of cylindrical tank walls where they join the bottom were published many years ago. Grashof treats of it in Paragraphs 203 to 210 of his book.* A graphical solution is given by Dr. von Emperger† for a tank 130 ft. in diameter and 28 ft. high. A very good and simple approximate solution is given in *Beton und Eisen,* 1907, page 257. Professor Reissner also gave a more rigorous treatment of the subject in *Beton und Eisen,* 1908, page 226, which is nearly identical with the solution presented to the Society twelve years later by B. A. Smith, M. Am. Soc. C. E.‡ Since then at least a dozen articles on the same subject have appeared in *Beton und Eisen.* An approximate solution was published in *Engineering and Contracting* in 1912 for a tank built by the writer in Penetanguishine, Ont., Canada.

That large tanks, built of masonry or even of steel, which are not designed for the restraint of the walls at the bottom, are not satisfactory may be shown by the collapse of a large molasses tank in Boston, Mass., a few years ago and the trouble caused by cracks in concrete tanks where the walls join the bottom. A serious case came to the writer's attention a few years ago. A certain Middle Western town contracted for two reinforced concrete tanks 150 ft. in diameter and 24 ft. high. The wall was 24 in. thick at the bottom and was keyed into a recess of the foundation. After the first tank was finished, water was admitted, but the wall sheared off the key and, besides, cracked the floor of the tank near the wall. On the writer's advice a number of circumferential bars near the bottom were omitted in the construction of the second tank and cut up into shorter bars which served as reinforcement of the joint between the wall and the bottom to take up the cantilever moment at the base. The second tank, although built by the same contractor, was tight from the first filling.

The writer attempted to use the same theory for the design of single-arch dams, and was surprised to find that according to this theory nearly all existing arch dams ought to show serious defects. Although a few such dams in Australia have shown some vertical and horizontal cracks, they evidently are not serious, and few cracks except those which may be ascribed to temperature action have been reported on dams built in the United States. No considerable leakage at the bottom, like that so often observed in reinforced concrete tanks where the walls are not properly tied to the bottom, have been reported for

* "Theorie der Elasticität und Festigkeit", Berlin, 1878.

† "Handbuch für Eisenbetonbau", Vol. 3 (1907).

‡ *Transactions,* Am. Soc. C. E., Vol. LXXXIII (1919–20), p. 2027.

any arch dam; on the contrary, many arch dams are absolutely dry on the down-stream side.

The author's praiseworthy efforts to solve the problem failed, in the writer's opinion, because he tried to solve only that part which has been understood fairly well by structural engineers and which, as has been stated, does not explain the well-known safety of arch dams. He tried to explain the arch action by the theory of the thin parabolic arch of small rise, although every textbook containing this theory warns the student not to use it in case of thick arches or arches of considerable rise. Serious discrepancies having been called to his attention in the discussion of his first paper,* he tried to improve his theory by using the formulas of a thick parabolic arch with small rise, which is not sufficiently accurate for the lower arches of a dam. In his excellent paper on thick circular arches† Professor Cain has shown that Mr. Noetzli's formula for deflection is not reliable for flat arches, and the writer can affirm that the curve in Fig. 4 for the 180° arches gives values at least 50% too great and the other curves are in error in proportion. In the upper part of a dam, the secondary stresses are comparatively small and, for that part, the author's formulas give workable results.

How untenable the author's approximate theory is will be illustrated by the example he chose, the Salmon Creek Dam, designed by L. R. Jorgensen, M. Am. Soc. C. E. The author has shown that the cantilever broke when the water rose to the top of the dam; he also has shown that according to his views the deflection of the ring 28 ft. above the base, was considerably larger than it would be according to the cylinder theory; therefore, nothing less than the water pressure should act at that elevation. Even if by a more judicious selection of the modulus of elasticity, a larger deflection might be calculated by the cylinder theory, the actual deflection is so large that no reputable engineer will dare to be satisfied unless the arch ring is strong enough to sustain the entire water pressure. What, according to the author, happens in such a case? The negative thrust or pull (the author seems to speak of a positive thrust), due to the shortening of the arch, according to his Equation (1*a*), is:

$$H = 0.75\, f'_c + \frac{t^3}{h^2}$$

Mr. Jorgensen gives‡:

$$f_c' = 300 \text{ lb. per sq. in.}$$
$$t = 36 \text{ ft. and}$$
$$h = 28 \text{ ft., approximately.}$$

Therefore,

$$H = 0.75 \times 144 \times 300 \times \frac{36^3}{28^2} = 2\,000\,000 \text{ lb. per lin. ft.}$$

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* "Gravity and Arch Action in Curved Dams", *Transactions*, Am. Soc. C. E., Vol. LXXXIV (1921), p. 1.

† *Proceedings*, Am. Soc. C. E., October, 1921, p. 285.

‡ *Transactions*, Am. Soc. C. E., Vol. LXXVIII (1915), Plate XIII, p. 709.

This pull produces at the abutment a moment of

$$2\ 000\ 000 \times \left(\frac{2}{3} \times 28 \text{ ft.}\right) = 37.3 \times 10^6 \text{ ft-lb.}$$

According to the author, the extreme fiber stresses equal

$$\frac{37.3 \times 10^6}{\frac{36^2}{6}} = \pm\ 172\ 000 \text{ lb. per sq. ft.}$$

The pull of 2 000 000 lb. produces according to Mr. Noetzli's reasoning a tension of

$$\frac{2\ 000\ 000}{36} = \ldots\ldots\ldots - 55\ 500 \text{ lb. per sq. ft.}$$

or a maximum tension of 227 500 lb. and a compression of 116 500 lb. per sq. ft. To these stresses are to be added the compressive stresses from the pure arch action of $300 \times 144 = 43\ 200$ lb. per sq. ft., giving a maximum tension of 184 300 lb. and a maximum compression of 159 700 lb. per sq. ft. Evidently, according to the author's approximate theory, the arch ring cannot carry the load; still, the dam has not shown any sign of failure.

AMERICAN SOCIETY OF CIVIL ENGINEERS
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PAPERS AND DISCUSSIONS

THE CIRCULAR ARCH UNDER NORMAL LOADS

Discussion*

By L. J. Mensch, M. Am. Soc. C. E.

L. J. Mensch,† M. Am. Soc. C. E. (by letter).‡—This paper is a valuable addition to the literature on arches, and will dispel speedily and effectively many wrong ideas of designers of past and prospective arch dams.

In his discussion§ of the paper by H. Hawgood, M. Am. Soc. C. E., entitled, "Huacal Dam, Sonora, Mexico", the writer has treated the thick arch in a similar manner. He designated the expression, $pr - P_0$, which is really a negative thrust or pull due to the shortening of the arch or a fall of temperature, by T, and believes to have made the action of the shortening of the arch appear more clearly than by compounding the whole action by the method of Castigliano. Since that time the writer has found that it is not permissible to neglect the effect of shear for the lower arches of a dam and has been agreeably surprised that the formulas for thrust and deflection have not become more complicated and, in some cases, are even simpler than those where shear is neglected. For example, the author's Equation (11) becomes, when the effect of shear is included;

$$D = \left(\frac{1}{4} \sin 2\,\phi_1 + \frac{\phi_1}{2}\right) 2\,\phi_1 + \frac{k^2}{r^2}\left(2\,\phi_1 - \frac{1}{2} \sin 2\,\phi_1\right) 2\,\phi_1 - 2 \sin^2 \phi_1$$

Any process used to obtain formulas for thrust, moment, and deflections, is always complicated on account of the great length of the equations, the many fractions, plus and minus signs, indices, decimals, and the most skillful mathematician is led into many errors. The writer never considers a new problem solved, until the same result has been obtained by different processes at an interval of a year or more, or when the result is obtained by three persons working independently.

* This discussion (of the paper by William Cain, M. Am. Soc. C. E., published in October, 1921, *Proceedings*, but not presented at any meeting of the Society), is printed in *Proceedings* in order that the views expressed may be brought before all members for further discussion.

† Chicago, Ill.

‡ Received by the Secretary, November 12th, 1921.

§ *Transactions*, Am. Soc. C. E., Vol. LXXVIII (1915), p. 610.

The work of preparing a paper like that of the author is very great, and only those who have tried similar original investigations have any idea of the energy expended on it. It is not surprising, therefore, that such a paper should contain errors. The writer questions Equation (18) and some of the deflec-

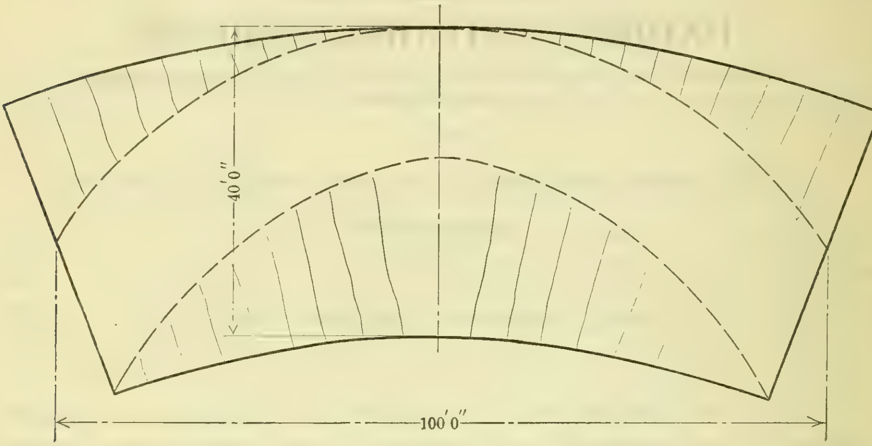

FIG. 5.

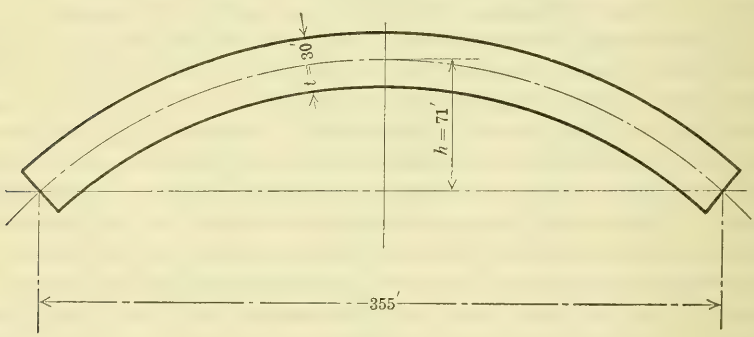

FIG. 6.

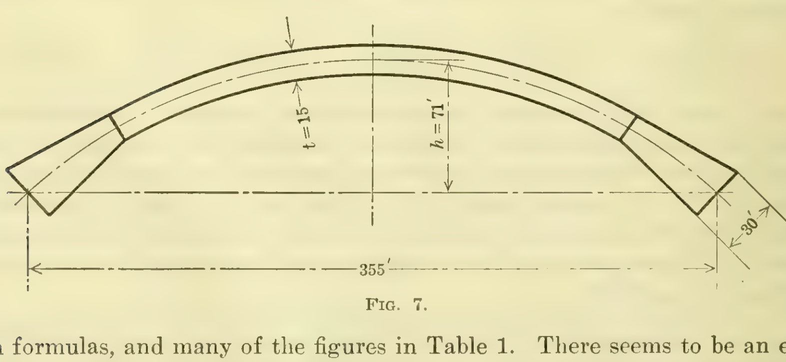

FIG. 7.

tion formulas, and many of the figures in Table 1. There seems to be an error in calculating P_0 for the arches 40 ft. thick, in the examples chosen by the author, because the values of $pr - P_0$ ought to be approximately one hundred times greater than for the arches, 4 ft. thick. Arch action, as commonly

understood, is small in flat thick arches, and a glance at a flat arch, as shown in Fig. 5, taken from an existing arch dam, will show that the effect of the horizontal components of the water pressure must be very small, and the simplest assumption is that the pressure is taken up by beam action. Can the beam carry this load? This question has not been considered by most writers on the subject. In this case the water pressure amounts to 10 000 lb. per sq. ft. The corresponding bending moment equals $10\,000 \times \frac{100^2}{24} = 4.17 \times 10^6$ ft-lb. The moment of resistance is $\frac{40^2}{6}$ and the extreme fiber stresses, in pounds per square foot are $\mp$ 15 000 at the crown and $\mp$ 3 000 at the abutments. It cannot be assumed that compression from the arch will reduce these tensile stresses very much, because the arch cannot deflect sufficiently to compress the fibers before they are cracked, or before cracks appear at the construction joints. The beam will show cracks, somewhat similar to those illustrated in Fig. 5. A sound part of the beam will remain in the shape of a new arch which can act as a real arch, and the size of this new arch may be determined by the theory of least work. It might be objected that such cracks if they really existed would have been reported on dams already built. Calculations, however, show that the sum of the width of all the cracks may be only $\frac{1}{7\,000}$ in., hence they would be considered to be hair-cracks only, if found at all. This action of the thick flat arch has been only vaguely understood and denominated as "wedge" action, although a wedge is not a recognized structural member.

It is clear that the new arch will show much higher stresses, than those calculated on the whole section by the ordinary cylinder theory. Professor Cain, also Mr. Noetzli, believes that the stresses can be found from deflection measurements of the arch. The writer thinks that this method would lead to erroneous views. The modulus of elasticity is a greatly varying quantity. Even in a common cylinder test, the moduli on different sides of the cylinder often vary more than 100% and the figures given by authors are only averages. The best information on this subject is found in the report of the Committee of the Austrian Engineering Society on tests on a number of masonry and reinforced concrete arches (made in 1892 at an expense of $20 000) and the scientific treatise by Mr. J. A. Spitzer on the reinforced concrete arches of these tests.* Arches were loaded with known weights, acting at known points, and the deflections and changes of angles were observed carefully at many points. From the deflection, the modulus of elasticity was calculated to be 2 000 000 lb. per sq. in., up to a load about 30% less than that producing the first visible crack. At the first crack, the modulus was about one-half the value mentioned, and for higher loads was still much less.

There is another uncertainty about the modulus of elasticity, due to the flow or plasticity of concrete, and many phenomena cannot be explained unless a low modulus is assumed. Such is the case with the effect of a change in temperature or the shrinkage of the concrete, which are slow actions, in which

* *Zeitschrift*, Osterreichischer Ingenieur und Architecten Verein, No. 20, 1896.

the time factor plays an important rôle. Recent tests on the shrinkage of concrete and on the effect of temperature lead to the conclusion that the modulus of elasticity lies between 500 000 to 1 000 000 lb. per sq. in. for these actions and, in some cases, drops to 100 000 lb. per sq. in. and less. The stresses cannot be found from the deflections in an arch with contraction joints or cracks (unless the arch is properly reinforced), because the distribution of stresses in those planes is widely different from that obtained by the straight-line theory, once tensile stresses are calculated in the extreme fibers.

In this connection the writer wishes again to call the attention of the Profession to the unscientific character of the plain masonry or concrete arch dam, as commonly built. Fig. 6 shows a horizontal section of an arch dam which has been constructed. A non-reinforced arch like this might have been designed by the old Roman engineers. A modern bridge designer would never use it, because the stresses from temperature and shrinkage action will be larger than those from the live loads, and such an arch will crack. The latest information available indicates that the greatest shortening due to the combination of a fall in temperature and shrinkage of concrete for an arch of that thickness is about $\frac{1}{1\,800}$ of the length. The pull or negative thrust caused by this shortening, when the modulus of elasticity is 1 000 000 lb. per sq. in., can be obtained for an arch of that particular relation of rise to span by the formula:

$$H = -\frac{66\,000\;t}{\left(\frac{h}{t}\right)^2 + 1.26} \text{ lb. per lin. ft.}$$

when h equals the rise of the arch and t the thickness, in feet. This formula has been obtained in a similar manner, as shown in the writer's discussion of the Huacal Dam, previously referred to, except that the effect of shear was considered. By substituting $t = 30$ ft., $h = 71$ ft., $H = 9\,550 \times t = 286\,500$ lb. per lin. ft., and using Mr. Noetzli's approximation of $\frac{2}{3} \times t$ as the leverage of this pull on a section at the abutment, the moment there becomes:

$$286\,500 \times 47.33 = 13.55 \times 10^6 \text{ ft-lb.}$$

The moment of resistance of the section being $\frac{30^2}{6}$, the extreme fiber stresses at the abutment are $\pm$ 90 500 lb. per sq. ft. The component of the pull, tangent to the arch at the abutment, is about 220 000 lb. and the corresponding tension, $\frac{220\,000}{30} = 7\,333$ lb., or the extreme fiber stresses, $-$ 97 833 lb. and $+$ 83 167 lb., respectively. The arch will crack or expansion joints will open, which fact is amply confirmed by actual observation of that dam. The water pressure does not entirely relieve the arch of the tensile stresses. It produces only a compression of 47 000 lb. per sq. ft.; therefore, the arch must act as a reduced section, as previously described for the very thick arch, with much higher stresses than the 47 000 lb. assumed by the designer.

Assume, now, that the arch has a section similar to that shown in Fig. 7. On account of the enlargement at the abutment, the negative thrust will be comparatively larger than that for an arch of a uniform thickness, and approximately is given by:

$$H = \frac{100\,000\,t}{\left(\frac{h}{t}\right)^2 + 2}$$

or,

$$H = 61\,500 \text{ lb.}$$

The leverage of this force about a section at the abutment also becomes greater and will be assumed to be 50 ft.; therefore, the moment at the abutment is $61\,500 \times 50 = 3\,075\,000$ lb., and the extreme fiber stresses are $\frac{3\,075\,000}{\frac{30^2}{6}} = 20\,500$ lb. per sq. ft. The direct tensile stresses are approximately 1 440 lb., and the total stresses are $-$ 21 940 and $+$ 18 060 lb., respectively. The compressive stresses from the water pressure being 47 000 lb. at the abutment will more than counterbalance the tensile stresses, but will not prevent the opening of contraction joints when the dam is empty. This can be prevented only by properly reinforcing the arch and anchoring the reinforcing bars into the rock walls at the abutments. The writer hopes to have shown that with a saving of nearly 50% in masonry, lower stresses are produced in a reinforced concrete dam than in the plain concrete arch of to-day, and this without the fear of dangerous cracks.

That reinforced concrete arches are much more economical than plain concrete arches was unquestionably brought out by the Austrian tests, previously mentioned. A concrete arch of 76 ft. span, 15 ft. rise, 6.5 ft. wide, and 27.5 in. thick throughout, was tested to failure by the application of a total load of 185 000 lb., uniformly distributed on one side of the arch.

A reinforced concrete arch of the same span, rise, width, with a crown thickness of only 13¾ in., increasing to 25 in. at the abutment, failed at a much higher load, namely, 322 000 lb., distributed on the half span.

The arch dam of the future should not show larger cracks than modern arch bridges, and with richer concrete and proper reinforcement, there is no reason why stresses as high as those calculated for other reinforced concrete work should not be used. Thoughtful engineers may object to the use of reinforcement on account of the danger of the steel rusting by the action of intrusive water; there is no more danger that this will happen in dams than in reinforced concrete water tanks and reinforced concrete sewers, the general use of which is older than modern reinforced concrete buildings and bridges. Of course, richer concrete must be used, and the face of the dam should be water-proofed by any of the excellent methods which have proved successful in tunnels and high tanks. It is a fact, that most reinforced concrete tanks, in which the concrete acts in tension only, are comparatively much thinner than most concrete arch dams. Should similar structures in which the concrete acts primarily in compression be made thicker for the only reason that there may be some similarity with a gravity dam?

According to the writer's opinion every arch ring of a dam should be designed to carry the entire water pressure, including all secondary stresses, proper allowance should be made since the effect of shrinkage and temperature in thick sections is very much less than in thin sections, as the concrete in the interior has no chance to dry out or to become affected to any extent by a change in temperature, and cracks should be prevented by proper reinforcement.

In large arch dams, as a rule, it is uneconomical to assume the arch rings to be affected only by the water pressure. If the weight of the arch ring is also considered, it will be found that the most economical design is obtained by inclined arches, the inclination being given by the ratio of water pressure per square foot to total weight of the inclined ring per linear foot. The reinforced concrete arch dam should be considered as a monolith, affected by the entire water pressure, the weight of the structure, and the inclined reactions of the side-walls. The inclined rings will take up most directly the inclined reactions and will relieve the base of the dam from the superimposed load; therefore, the supposed favorable influence of Poisson's ratio cannot be considered when the reservoir is full and the high stresses from the cantilever action do not exist at the base in a reinforced concrete dam. The rings have different inclinations at different depths and become nearly horizontal at the base of the dam.

During a stay on the Pacific Coast, the writer made a design on these lines for a reinforced concrete arch dam 210 ft. high, and 400 ft. long at the river bed, and found that a section 35 ft. thick at the base had much smaller stresses than would be found in a plain concrete curved dam of twice the thickness.

Engineers may be afraid to use comparatively thin, reinforced concrete arches on account of the supposed column action in such slender arch rings. The writer knows of only one test of a concrete arch where failure was produced by an uniform load over the entire span. This test was made by the Blaubeuren cement mill, in Ehingen on the Danube, on a three-hinged arch of 66 ft. span, 5 ft. rise, $4\frac{3}{4}$ in. thick at the crown, $8\frac{3}{4}$ in. thick at the abutment, and $12\frac{1}{2}$ in. thick at the $\frac{1}{4}$-in. point. The structure was loaded for 7 years from 1896 to 1903, and failed after the last increase of load had been on it for 4 years. The maximum compressive stresses were calculated to be 840 000 lb. per sq. ft., although 12-in. cubes, cut from the structure afterward, failed at 954 000 lb. A reduction of compressive stress is found in tests of short columns, and the test of this slender arch does not indicate that column action is to be feared in arched dams.

The writer hopes that Professor Cain's paper will be considered carefully by all engineers interested in dam construction and will induce them to use more science and less speculation in the design of single and multiple-arch dams.

AMERICAN SOCIETY OF CIVIL ENGINEERS

INSTITUTED 1852

PAPERS AND DISCUSSIONS

THE FLOOD OF SEPTEMBER, 1921, AT SAN ANTONIO, TEXAS

Discussion*

By Charles W. Sherman, M. Am. Soc. C. E.

Charles W. Sherman,† M. Am. Soc. C. E.—The information contained in this paper is of especial interest to the speaker because of his intimate connection with the preparation of the Metcalf and Eddy report to which Mr. Bartlett has referred.‡

This report embodied the results of a special study of local conditions, including such information relating to previous floods in San Antonio River as could be obtained, and a detailed examination of the records of intense rains in Texas and of the flood discharge of streams throughout North America.

As Mr. Bartlett has stated, floods which did considerable damage along the San Antonio River, occurred twice in 1913, and one which just escaped doing material damage occurred in 1914. Reasonably satisfactory information regarding these floods was obtainable, but data on earlier floods were extremely fragmentary and unsatisfactory. The dates of their occurrence and some approximation as to the height of the flood water at a few points were all that could be obtained, and much of this information did not become available until the investigation was nearly completed. Therefore, the estimation of the magnitude and frequency of serious floods had to be made on very incomplete information, and estimates of possible floods based on rainfall records proved of material significance in reaching the final conclusion.

The report recommended flood-control works for the San Antonio River, including an improved river channel with a capacity of 12 000 cu. ft. per sec. and a detention basin above the city sufficient to retain an additional 10 000 cu. ft. per sec., so that the complete works would care for a flood of approxi-

* This discussion (of the paper by C. Terrell Bartlett, M. Am. Soc. C. E., published in November, 1921, *Proceedings*, and presented at the meeting of October 5th, 1921), is printed in *Proceedings* in order that the views expressed may be brought before all members for further discussion.

† Boston, Mass.

‡ *Proceedings*, Am. Soc. C. E., November, 1921, p. 454.

mately 22 000 cu. ft. per sec., or nearly three times the flood flow in 1913. This figure seems to have been very nearly the maximum rate of flow in the river during the flood of September, 1921.

The flood of 1913 was so much in excess of any other flood within the memory of the people of San Antonio that provision for a 50% greater flow in the river channel probably seemed to them to be adequate for the protection of the city. If the recent flood had not occurred, local sentiment might not have followed the recommendations of the report to the extent of including the detention basin in the works to be constructed, although it is more or less probable that gradual improvement of the river channel to a capacity approximating that recommended in the report would have been carried out.

In view of the scarcity and unsatisfactory character of the information available, the conclusions of the report seem to be almost inspired prophecy, and it may be permissible to quote a few sentences showing how the conclusions have been promptly and disastrously verified by the recent flood. The report states:

> "We doubt if the citizens realize the ruinous loss which would result to-day with the present condition of the river channels, from such a flood as that of a century ago (1819). When such a flood will recur, no man can say. But that it will recur is certain. * * * We counsel the wisdom of pushing this work, however, while the memory of recent floods is vivid, lest the public mind relapse into inaction in a false sense of security, only to be startled later by stern reality when the inevitable flood shall come. We urge that your citizens shall remember that this disastrous flood is just as likely to come next year as at any other time."

Remembering that this report was made in December, 1920, it appears that the prediction was verified within nine months of its presentation.

A report from the local Governor to the Provincial Governor, accounting for damages to Government property by the flood of 1819, appears in the county records. Texas was then a part of Mexico, which itself was a Spanish Colony. The property of certain rebels against the Government had been confiscated, including several houses of adobe construction. The flood water extended around some of these houses, which resulted in the softening of the walls so that the houses collapsed. It is impossible to say whether the water was 1 ft. or several feet deep, and there seems to be no information available regarding the condition of the stream channel. It is known that irrigation was practiced extensively, and it is possible that the diverting dams may have had considerable effect in raising the water surface. It is also probable that whatever bridges existed were of wooden trestle construction and may have seriously obstructed the flow of the stream. Exact knowledge of the flood height, therefore, would be insufficient as a basis for a satisfactory estimate of flood discharge. The report concluded that such discharge might have been between 20 000 and 30 000 cu. ft. per sec. Mr. Bartlett's conclusion is that the flood of 1819 was probably somewhat greater than that of 1921.

It is not impossible that records of the old Spanish Missions, the earliest of which was founded about 1720, might also contain information of great significance in this connection. The speaker, however, does not know whether such records exist.

MEMOIRS OF DECEASED MEMBERS

NOTE.—Memoirs will be reproduced in the volumes of *Transactions*. Any information which will amplify the records as here printed, or correct any errors, should be forwarded to the Secretary prior to the final publication.

WILLIAM EDGAR BAKER, M. Am. Soc. C. E.*

DIED NOVEMBER 7TH, 1921.

William Edgar Baker was born on October 18th, 1856, at Springfield, Mass., in the home of his grandfather, General James Barnes. He was graduated from Lafayette College in 1877, with the degree of Civil Engineer.

Immediately following his graduation, Mr. Baker joined the Engineering Staff of the St. Paul and Pacific Railroad Company (now the Great Northern Railway Company) and served as Transitman and Engineer in charge of work until 1880.

He then entered the service of the Canadian Pacific Railroad Company as Transitman on surveys for that line through the Rocky Mountains. This work was conducted under such conditions of hardship that few of the members of the party survived, and Mr. Baker was soon in charge of the expedition. His diary written at this time has been given to the Engineers' Club of New York City. In 1883, he was appointed Resident Engineer in charge of bridges and buildings of the International and Great Northern Railway in Texas, which position he held until 1888.

In 1889, Mr. Baker began his career as an Electrical Engineer as Superintendent of Electric Car Service for the Thompson Houston Electric Company (now the General Electric Company), in Boston, Mass., where he had charge of the installation of the electric equipment of the West End Street Railway.

In 1892, he went to Chicago, Ill., where he designed and built the Columbian Intramural Railway at the World's Columbian Exposition, serving as General Manager of the railway until the close of the Exposition. This work was the first application of the third-rail system, and brought Mr. Baker into prominence as an Electrical Engineer both in the United States and in Europe.

The Metropolitan West Side Elevated Railroad, in Chicago, was under construction at that time, and although the Company had contracted for steam locomotives for use in its operation, Mr. Baker was asked to convert it into an electric road, using the third-rail system with which he had been so successful on the Intramural Railroad at the World's Fair.

In 1899, he came to New York City where he equipped the Manhattan Elevated Railroad with electricity. As General Manager of the Company, he operated the line until he resigned to open an office as a Consulting Engineer.

After engaging in private practice, Mr. Baker designed and supervised the construction of the electrical equipment of the Calumet and Hecla

* Memoir compiled from information furnished by W. E. Baker and Company and on file at the Headquarters of the Society.

Copper Mines. He constructed at Chicago the first bascule bridge over the Chicago River, and was also consulted in connection with the construction of the London Underground Railways. After retiring from active business, he spent much of his time at his country place at Chester, N. J., where he was interested in scientific agriculture.

Mr. Baker was married in 1884, to Miss Harriet Griffin, who, with five children and eight grandchildren, survives him.

He was a member of the Engineers' Club of New City and a Trustee of Lafayette College, in the welfare of which he was deeply interested.

Mr. Baker was elected a Member of the American Society of Civil Engineers on June 1st, 1898.

FREDERICK WILLIAM CAPPELEN, M. Am. Soc. C. E.*

Died October 16th, 1921.

Frederick William Cappelen was born at Drammen, Norway, on October 21st, 1857. He received his high school education at Frederickstad, Norway, and was graduated from the Technical School of Oerebro, Sweden. He afterward attended the Polytechnicum at Dresden, Germany, from which he was graduated as a Civil Engineer with the highest honors ever won at that time by a foreign student at the school.

In 1880, Mr. Cappelen, came to the United States and was employed in the Engineering Offices of the Northern Pacific Railroad in New York City and at Brainerd, Minn. From 1881 to 1884, he served as Assistant Engineer on location and construction of the Missoula Division of the Northern Pacific Railroad, in Montana, and from 1884 to 1886, he was engaged, as Assistant Engineer, on bridge work with the St. Paul and Northern Pacific Railway Company.

He then entered the employ of the City of Minneapolis, Minn., as Bridge Engineer, remaining in that position until 1892. During this time, among other work, he designed and built three highway bridges across the Mississippi River.

On January 2d, 1893, Mr. Cappelen was elected City Engineer of Minneapolis and held that office until 1898. In 1913 he again became City Engineer, remaining in office until his death. During this latter term, he built the St. Anthony Bridge, which crosses the Mississippi at St. Anthony Falls. This bridge is a fine example of reinforced concrete construction, 2 223 ft. long and 80 ft. wide, and is conceded to be a noble and enduring structure.

The Franklin Avenue Bridge across the Mississippi, another reinforced concrete highway bridge, 1 030 ft. long with five spans, the central one of which is 400 ft.—one of the longest concrete spans in the world—was designed by Mr. Cappelen, and was in the process of erection under his direction at the time of his death.

* Memoir prepared by George L. Wilson, M. Am. Soc. C. E.

In 1895, he designed the Minneapolis Reservoir System which was the first step toward the purification of the water supply of that city. His interest in and designs for the improvement of the city water-works, caused him often to be referred to as the "Father" of the present system.

From 1898 to 1913, Mr. Cappelen maintained an office as a Consulting Engineer on bridge and municipal work. During this time, he had a large part in the bridging and lowering of the steam railroad tracks through Minneapolis, and also acted as Consulting Engineer for the Great Northern Railway Company.

In 1904, he served on a commission with Mr. Andrew Rinker, then City Engineer, and Allen Hazen, M. Am. Soc. C. E., of New York City, for the investigation of a pure water supply for Minneapolis, and their report recommended the purification of the present supply from the Mississippi River. In 1913 the operation of the filtration plant was begun under his direction, and in 1921, its capacity had been increased to 90 000 000 gal. per day. During the thirteen years in which Mr. Cappelen served Minneapolis as City Engineer, the water-works system was rapidly extended and improved, keeping pace with the growth of the city.

From 1907 to 1911, he was also connected with the Decaries Incinerator Company, working out, during this time, many improvements in its garbage reduction process.

Extensive studies and investigations were made by Mr. Cappelen on the subject of grade separation at street and railroad crossings and a part of this work has already been brought to a successful completion; general plans for much more were completed by him shortly before his death.

His standing and reputation as a Sanitary Engineer was recognized by the Governor of Minnesota, who, in 1918, appointed him as one of the first two engineer members of the State Board of Health, and in January, 1921, he was again appointed to this position.

He was married in 1883 to Miss Felicitas Wessel, of Dresden, Germany, who, with two sons, Arthur S., of New York City, and Felix G., of Akron, Ohio, survives him.

Mr. Cappelen was a member and Trustee of the American Water Works Association, a member of the American Society of Municipal Improvements and of the Minneapolis Engineers' Club. He was also a member of the Odin Club, of the Masonic Order, the Elks, and many civic organizations.

His place in the estimation of the public was well stated in a leading city paper on the day following his death:

"For a quarter of a century this man had given his best in public service to Minneapolis. He used his engineering genius, not merely to facilitate communication, but to preserve public health, to promote safety and to enhance the attractions of the city. His devotion to the duties of his office and to the upbuilding of Minneapolis was not without its personal sacrifices. His passing is a loss that will not easily be retrieved."

Mr. Cappelen was elected a Member of the American Society of Civil Engineers on April 3d, 1895.

PHILIP À MORLEY PARKER, M. Am. Soc. C. E.*

Died August 4th, 1920.

Philip À Morley Parker, the younger son of Captain Philip À Morley Parker, R. N., was born at Greenwich, Kent, England, on May 31st, 1872. He was educated at Cheltenham College and his great mathematical ability enabled him to reach the top of the mathematical side before he left. Choosing the Army as a profession, he passed into the Royal Military Academy, Woolwich, but was rejected owing to a weak heart by which he was handicapped throughout his life. In 1889, Mr. Parker entered the Central Technical College (now The City and Guilds of London Engineering College of the Imperial College of Science and Technology) and studied Civil and Mechanical Engineering under Professor Unwin, but on the appointment of his father to the Australian Squadron, he left England before he had completed the course. He continued his engineering studies at Melbourne University and took the Degree of Bachelor of Civil Engineering (B. C. E.) in 1894. On his return to England, he entered Cambridge University, took the Mathematical Tripos in 1897, was 12th Wrangler (notwithstanding illness during the examination), and Senior Scholar of St. John's College.

In May, 1898, Mr. Parker entered the office of Messrs. Hunter and Middleton, Civil Engineers, London, England, and at the end of his pupilage acted as Assistant Resident Engineer on the construction of the Staines Reservoirs—an extensive part of the London Water Supply.

After three years of independent consulting practice in London, he entered the Indian Irrigation Service in 1905, and during the following five years, rendered valuable services with respect to design, original investigation, and in an executive capacity, as Assistant Engineer on the project for the Upper Swat Canal, Assistant in charge of the Lower Jhelum Canal Irrigation Area, and in charge of the Second Division of the Upper Chenab Canal. He also served as Executive Engineer in charge of the Upper Jhelum Canal and as Officer in charge of general hydraulic experiments, in pumping on the Upper Bari Doab Canal, and on weir and sluice discharges, etc.

Resigning from the Punjab Irrigation in 1910, Mr. Parker began his book, "The Control of Water", and in order to complete his study of irrigation and general hydraulic practice, he visited the United States, Japan, Ceylon, Egypt, and Italy. While occupied on his book and up to the beginning of the World War, he continued his consulting practice in London and, during that period, carried out some irrigation projects in Jamaica.

In the early stages of the World War, when the fulfillment of urgent requirements largely depended on the initiative of individuals, Mr. Parker did extremely valuable work. With several friends he gave lectures to a large number of Army Service Corps recruits on water supply in the field and practical demonstrations of the application of the best safeguards to neutralize

* Memoir prepared by J. S. Wilson, Esq., London, England.

harmful qualities in water. He also printed and distributed to officers and men, at his own expense, a vocabulary relating to the subject in English, French, and German, with which was incorporated some concise instructions. Early in 1915, before any Government departmental system had been set up to deal with water questions, Mr. Parker undertook to provide a water supply for a large plant which was being transformed into an explosives factory by Lord Moulton's newly formed committee. The plan which he prepared and carried out included the laying of an 18-in. water main, 8 miles long, from the Halkyn Mountains to Queensferry on the Dee. The active co-operation of a contractor and the use made by Mr. Parker in his executive capacity of the emergency powers to overcome obstacles, enabled him to complete the work in a phenomenally short time. In laying the pipe a maximum rate of 1 400 ft. per day was attained.

The winters proved trying to his health and he left London for the last time in May, 1916, to take the appointment of Chief on the Constructional Staff on the Sydney Underground City Railway. Work on this railway was discontinued in 1917, owing to a change of policy by the Government. From Sydney, Mr. Parker went to the Federated Malay States, and there irrigation projects in connection with land development proved to be his last work, for while thus engaged he died of heart failure at Kuala Lumpur, on August 4th, 1920.

By his death the Engineering Profession has lost one of its younger and more highly trained exponents. Mr. Parker's personality was an attractive one and, coupled with his great ability, gave him a large circle of friends; generally, however, he was best known as the auther of "The Control of Water" published in 1913. This work covers almost the whole science of Hydraulic Engineering, and Mr. Parker, in addition to a profound knowledge of the underlying principles, had the advantage of a wide practical experience, a combination which places the book in a unique position among manuals on "Hydraulics".

Throughout his career, Mr. Parker was a keen student of engineering, particularly of the branch he had made his own. He had carefully followed all original investigations and experiments reported from all parts of the world and, in his own work, whenever there was an opportunity of making an investigation, he made full use of his ability with the object of converting the results of his experience into rules or principles of general application, and in doing this he carefully considered any other work of importance bearing on the matter. In "The Control of Water", every subject throughout the wide range covered is reviewed and examined in a masterly manner and with a completeness of reference and cross-reference which makes the book not only the best in the language on the subject, but "a monumental contribution to applied hydraulics", as it was described in a review by an eminent American authority. Mr. Parker had other books in preparation at the time of his death.

Mr. Parker was elected an Associate Member of the American Society of Civil Engineers on March 6th, 1907, and a Member on January 6th, 1915. He was also a Member of the Institution of Civil Engineers.

WILLIAM HENRY SEARLES, M. Am. Soc. C. E.*

Died April 23d, 1921.

William Henry Searles, the son of Ashbury M. and Rachel Mitchell Searles, was born in Cincinnati, Ohio, on June 4th, 1837.

He attended private schools for preparatory work for Wesleyan University, at which he was a student in 1856 and 1857. Later, he entered Rensselaer Polytechnic Institute, Troy, N. Y., from which he was graduated in 1860.

In 1861, Mr. Searles served as Assistant Engineer of the Marietta and Cincinnati Railroad, and as Military Engineer on the staff of Gen. Buell and under Gen. Rosecrans, on the defenses of Cincinnati.

His interest in technical and scientific work led to his service as Professor of Geodesy and Topography at his Alma Mater in 1862 and 1864.

In 1865, he became Chief Engineer of the Mineral Range Railroad of Michigan, now a part of the Duluth, South Shore and Atlantic Railroad, and, in 1866, Assistant Engineer of the Allegheny River Bridge, for the Pittsburgh, Fort Wayne and Chicago Railroad Company. In 1867, Mr. Searles was employed as Principal Assistant Engineer of the Allegheny Valley Railroad.

During 1868-69, he was engaged as a manufacturer of petroleum products at Cleveland, Ohio, but in 1870-71, he again engaged in the practice of his profession as Chief Engineer of the Indiana North and South Railroad, at Indianapolis, Ind., and, in 1872-73, as Chief Engineer (7th Corps of the New York and West Shore Railroad, now a part of the New York Central System.

From 1876 to 1878, Mr. Searles acted as Consulting Engineer on the New York State Canals, following which, he entered private practice as a Consulting Engineer, in Cleveland, Ohio.

After retiring from active work, Mr. Searles took up his residence in Elyria, near Cleveland, Ohio, where he was actively engaged in civic and church affairs. For a time he was Superintendent of the Sunday School of the First Congregational Church which he also served as Clerk for thirteen years and as Clerk Emeritus until his death.

He was well known as the author of Searles' "Field Engineering" which was published in 1880, and of the "Railroad Spiral", which was issued in 1882.

From 1888 to 1890, Mr. Searles was a member of the Board of Managers of the Cleveland Engineering Society, in the work of which he took a deep interest. He was President of this Society in 1890 and 1891, and, later, in 1897, served as its Secretary. In 1907, in recognition of his engineering and scientific attainments, he was elected an Honorary Member.

He was married in 1870 to Mary L. Doolittle, who survives him, the fiftieth anniversary of their wedding having been observed by Mr. and Mrs. Searles and their many friends at Elyria about a year before his death, which occurred on April 23d, 1921.

* Memoir prepared by W. P. Brown, Frank C. Osborn, and James Ritchie, Members, Am. Soc. C. E., a Committee of the Cleveland Section of the American Society of Civil Engineers.

Mr. Searles possessed the faculty of a thorough and correct analysis, as well as a clear and concise expression of his conclusions, and, in addition to his attainments in the Engineering Profession, he will be remembered as a Christian gentleman who always strived for high ideals in his professional and private affairs.

Mr. Searles was elected a Member of the American Society of Civil Engineers on July 2d, 1873.

PAPERS IN THIS NUMBER

"WINTER OVERFLOW FROM ICE GORGING ON SHALLOW STREAMS." J. C. STEVENS.

"THE AREA OF WATER SURFACE AS A CONTROLLING FACTOR IN THE CONDITION OF POLLUTED HARBOR WATERS." RICHARD H. GOULD.

"STREAM POLLUTION AND SEWAGE DISPOSAL": A SYMPOSIUM.

"WATER SUPPLY AND WATER PURIFICATION": A SYMPOSIUM.

TENTATIVE SPECIFICATIONS FOR STEEL RAILWAY BRIDGES: SUBMITTED AS A PROGRESS REPORT OF THE SPECIAL COMMITTEE ON SPECIFICATIONS FOR BRIDGE DESIGN AND CONSTRUCTION.

CURRENT PAPERS AND DISCUSSIONS
